

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIII., No. 14.]

SATURDAY, APRIL 6, 1867.

[WHOLE No. 1,616, Vol. XL.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane
Lombard Street, LONDON, is the authorized European Agent
of the Journal.

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American Railroad Journal.

New York, Saturday, April 6, 1867.

Southern Railroads.

The Southern States are rapidly repairing the work of destruction incident to the war, and also projecting entirely new lines. The Augusta and Macon Railroad, passing through Milledgeville, is surveyed and partially graded. This will form a diagonal to the Georgia Railroad and Central Railroad, and in connection with the Columbia and Augusta Road, which only wants the rails to be completed, will shorten the route to the Southwest. The Mobile and Girard Railroad Co. are prosecuting their work with energy to Pollard, Alabama, and the Montgomery and West Point are making a branch from Montgomery to intersect the former at Union Springs. The Alabama and Tennessee River Railroad Co. are extending their road from Jacksonville to Rome, making connections with the Rome Railroad. This link completed, and connection made with the Alabama and Mississippi Railroad, a very short route will be formed to Selma, Alabama, Meridian and Vicksburg, Mississippi *via* Washington, D. C., and Dalton. A road has been projected and surveys are being made from Atlanta, Georgia, to Charlotte, South Carolina, passing through Belton and Greenville. The Charlotte and South Carolina

Railroad Co. are extending their road from Columbia, South Carolina, to Augusta, and the South Carolina Railroad Co. are surveying from Branchville to Millen. These two cut-offs will save the detour from Kingsville to Augusta *via* Branchville, and shorten the two routes to Montgomery and Mobile. Subscriptions are being obtained for the construction of a railroad from Lynchburg to Danville, there to connect with the old Piedmont Road. A road is being constructed from Winchester to Salem, on the Virginia and Tennessee, through the Shenandoah Valley. A new route has been lately opened from Wilmington, Del., to Chrisfield, there connecting with a line of steamers to Portsmouth and Norfolk. The route much shortens the time to these points, and in connection with the Seaboard and Roanoke Railroad forms close connections to all points South and Southwest.

Vermont Railroad Legislation.

As stated by us in our last issue, the Legislature of this State was convened in extra session on the 27th ult.; the object being to afford relief to the Southwestern portion of the State where the people had been cut off from railroad outlet South and West by the action of the Troy and Boston and Rensselaer and Saratoga Railroads, in suddenly withholding those facilities for travel and the conveyance of freight which had been maintained for the preceding fifteen years. The Governor, in his message, going over the whole history of railroads and railroad operations in the Southwestern part of the State, showed how seriously and extensively the people and the business interests of Bennington and Rutland Counties had been affected by these hostile acts. The members of the Legislature very readily entertained and appreciated the facts in the case, and immediately proceeded, under a suspension of the rules, to grant those methods of relief which had been asked, viz.: a law authorizing certain towns to subscribe for stock, and the mortgaging of the Rutland and Bennington road to aid in the construction of a road to connect Bennington with Chatham Four Corners, N.Y. These bills passed the House on the first day of the session and the Senate on the second. The Legislature was not more summary and thorough in its part of the work touch-

ing this matter than will be those people whose interests are so intimately connected with the building of this proposed road. Heavy private subscriptions have been made for it, and the towns will make theirs as soon as they can legally call meetings and vote the money. Col. Lindsey, the Civil Engineer of Vermont, has been retained for service in the survey and construction of the road, and will proceed at once to the field of operations.

Northern Railway of Canada.

The annual meeting of the Northern Railway Company took place at Toronto on the 13th ult. The annual report of the directors for the past year, represents the amount of earnings from all sources to be \$512,874 66, and the expenditure \$337,012 42, leaving a net result of \$175,862 24, which has been applied towards the payment of interest on the 1st and 2nd preference bonds, consisting of the usual half-yearly dividends of 3 per cent. each, besides an additional dividend of 1½ per cent. on account of arrears of interest due on the second preference bonds, which now leaves the company only one half-year in arrears on that class of bonds.

The gross earnings of the year, compared with those of 1865, show an increase of \$6,126 08, but if the amount for arrears of postal service, included in last year's earnings, and which properly belongs to former years, be deducted, the increase of 1866 over that of 1865 amounts to no less than \$19,094 16, or 3.87 per cent., whilst the gross expenditure of this year exhibits an increase of \$9,651 47, and is accounted for by the addition of new rolling-stock and by the erection of new works and buildings. The report was adopted.

The following directors were elected:—Hon. J. B. Robinson, Henry Wheeler, F. W. Cumberland, Lewis Moffatt, R. J. Reekie, John A. Chawne, H. M. Jackson.

At a subsequent meeting Hon. J. B. Robinson was re-elected President, Mr. Henry Wheeler Vice-President and Chairman of the English Board, and Mr. F. W. Cumberland Managing Director.

The question whether the street cars shall be allowed to run on Sunday in Baltimore is to be decided by the votes of the people on the 10th inst

Pittsburg, Ft. Wayne & Chicago Railway.

The annual meeting of the stock and bondholders of this company was held at Pittsburg on the 21st ult., at which the Report of the Directors for the year ending December 31, 1866, was presented and read. From this we learn that the earnings of the road were:

From passenger travel.....	\$2,441,895	70
" freight traffic.....	4,707,582	12
" transportation U. S. mail.....	93,900	00
" " of express matter.....	100,298	43
" Cleveland and Pittsburg R. R. Co. for joint use of track between Pittsburg & Rochester.....	85,000	00
" rent of buildings and grounds.....	2,869	00
" miscellaneous sources.....	35,672	31
	\$7,467,217	56

Expenses, viz:

Maintenance of way.....	\$1,270,533	01
" cars.....	552,910	50
" motive power.....	1,568,196	04
Conducting transp.....	1,280,472	24
General expenses, including all taxes.....	475,574	55
	5,147,686	54

Which leaves a balance of ..\$2,319,531 02

To the credit of income account, out of the operations of the road for the year.

The last annual report exhibited a credit over all payments and liabilities on the first day of January, 1866, of..... \$550,160 33

To this add as follows for the current year:

Net income from the railway in 1866.....	2,319,531	02
Net income from lease of the New Castle and Beaver Valley Railroad in 1866.....	55,460	56
Amount received for sale of 6,251.56 shares of capital stock.....	625,156	17

Total amount available for the year.....\$3,550,298 08

Out of this sum the payments and liabilities for the year have been as follows:

Interest on mort. debt.....	\$870,361	93
Dividend of 10 per cent. on capital stock.....	984,300	00
Federal income tax on same.....	51,015	79
Expended for construction and equipment.....	1,116,975	70
Sinking fund.....	118,678	67
Amount paid Cleveland and Pittsburg R. R. Co. under contract for 1866, and balance due for 1864.....	209,048	06
	3,350,380	15

Total above all expenses and liabilities, January 1, 1867..... \$199,917 93

The following statement will show the principal operations of the Treasury, in its application of moneys, during the year:

Interest.....	\$870,361	93
Sinking fund.....	118,678	67
Dividends and income tax on same.....	1,035,315	79
Construction and equipment.....	1,116,975	70
Due Cleveland and Pittsburg R. R. Co.....	209,048	06
Reduction of indebtedness on account current operations of the road.....	280,388	98
Reduction of amount due other R.R. Co.'s.....	144,049	83
Reduction of miscellaneous liabilities.....	49,434	08
Reduction of amount due J. F. D. Lanier, Trustee.....	27,092	34
Applied to minor objects.....	9,399	78
	\$3,860,735	16

The sources from whence means were derived to make above payments, were as follows:

Net income of the railway.....	\$2,319,531	02
Income from N. C. and B. V. R. R.....	55,460	56
Sale of capital stock.....	625,545	95
Reduction of supplies on hand.....	337,135	11
Reduction of amount due from other companies.....	30,994	11
Reduction of miscellaneous assets.....	147,985	15
Reduction of cash in Treasury.....	341,083	28
	\$3,860,735	16

This statement shows an improved condition of the Treasury and accounts, as compared with last year.

Statement of net income, and the proper charges on the same:

Net income from Main Line.....	\$2,319,531	02
And from operating N. C. & B. V. B.....	55,460	56

Total income from road.....\$2,374,991 58

From which deduct—

Interest on mort. debt.....	\$870,361	93
Sinking fund.....	118,678	67
Amount due C. & P. R. R. Co.....	209,048	06
	1,198,088	66

Balance for dividend account.....\$1,176,902 92

Which is equal to a dividend of 11 $\frac{3}{8}$ per cent., with a surplus sufficient to pay the income tax on the same.

In the summary, showing the earnings and expenses for the year, of the transportation business of the railway, the first noticeable feature is a decline in the gross income of \$1,021,845, as compared with the previous year, of which decline \$31,485 76 was in the freight traffic department and \$949,325 76 in the passenger department of the business.

A reference to the details of the freight traffic will show that the falling off of receipts from that source for the first five months of the year, was \$348,362 37, while there was an actual increase in the last eight months of the year, of \$316,886 61, leaving a deficiency for the year, of \$31,485 76, as stated above.

The second noticeable feature is, that while the gross income fell off over one million of dollars, the operating expenses were only diminished \$57,829 04, and this diminution in the operating expenses is even less than the reduction in taxes caused by the abrogation of the 2 $\frac{1}{2}$ per cent. federal tax on freight earnings, so that the expenses incurred in earning \$7,467,217 56, in the past year, were practically the same as the expenses of earning \$8,489,062 56, in 1865.

While the earnings of the road for transporting freight, in the years 1865 and 1866, were very nearly equal, the quantity of freight transported, and the conditions of movement varied materially in these years, as will be seen by the following comparison:

	1865.	1866.
Tonnage.....	832,615	1,025,778
Mileage, per ton.....	193,789,901	233,274,794
Average haul, per ton.....	233 miles.	227 miles.
Mileage of loaded fr't cars.....	24,284,877	28,543,369
" empty.....	8,695,113	8,286,126
Av. load of car, westward.....	7.111 tons.	7.244 tons.
" " eastward.....	8.502 "	8.802 "
" " both ways.....	7.980 "	8.173 "

This shows an increase of the freight tonnage of the road 23.2 per cent., and what is still more gratifying, it is all from the increased local traffic of the road; and more, for, as the foreign tonnage fell off 19,564 tons, the local tonnage increased 212,727 tons, or nearly 60 per cent. This increase of the local tonnage, and decrease of the foreign, explains the reason of the shortened average haul, per ton, of the freight in 1866, as compared with 1865.

With a view of ascertaining the proper rates to charge for transportation, as a remuneration for service, and to ascertain the minimum which might prudently be submitted to in seeking freight under

strong competition, the following table has been carefully made up from the statistics of the freighting business of this company. It will be both interesting and instructive to all who seek to conduct railway business on correct principles and well-established data.*

1865. 1866.

Average cost, including dead weight of car, and of empty cars, per ton per mile, cents.....	1.592	1.383
Average cost of moving cars, loaded and empty, per ton per mile, cents.....	0.575	0.505
Average cost of moving freight, not including cost of moving car, per ton per mile, cents.....	0.808	0.745
Average cost of hauling 10 tons of freight, weight of car not included, from Pittsburg to Chicago, 468 miles.....	\$33.69	\$32.95
Average cost transporting a car (8 tons weight) whole length of road.....	21.53	18.91
Average cost of transporting a car, with load, (10 tons) whole length of road.....	55.22	51.86
Average cost of transporting a car a round trip, and only loaded one way.....	76.75	70.77
Actual cost of car with 10 tons through freight, whole length of road.....		45.12
Actual cost of car, round trip, but only loaded one way.....		61.57

These last two results are deduced from the two previous ones, by deducting in each case, *thirteen per cent.* as being the difference between the cost of the average movement of the whole freight traffic, and of the cost of moving freight in full car loads and trains, between the terminal stations.

As the number of tons of freight moved in 1866 exceeded the number in 1865, by 23.3 per cent. and as the number of miles which said freight was moved exceeded the movement of 1865 by 20.4 per cent., and as the aggregate cost, in both instances, did not materially vary, it will be seen that there has been a great reduction in the working expenses per ton, on the tonnage movement. A close analysis of the accounts show that in 1866 the freight expenses were 73.75 per cent. of the gross freight earnings, and the expenses of the entire business of the road 68.6 per cent. of the whole earnings.

The revenue from transportation of passengers fell off \$949,325 76 from the previous year. Of this diminished income, more than one-half, or \$480,000, was on account of military transportation; the whole income from this source for the year having been but \$66,000. About two-thirds of the diminished income from this source was on the through or foreign travel, and one-third from the local travel. Of the loss of foreign travel, nearly 52 per cent. was on the Eastern Division, and rather more than 48 per cent. on the Western Division. Of the loss in the local travel the result on the two divisions is very different from the above. On the Eastern Division the loss was 27 per cent. of the whole, and on the Western Division 73 per cent. The only increase in the passenger travel was on the accommodation trains, on which the increase was 10 per cent. in number carried, 7 per cent. in mileage and 4 $\frac{1}{2}$ per cent. in revenue received. These results in the passenger business for the year do not vary, materially, it is believed, from those obtained by nearly all the leading railways of the country.

The earnings from transportation of express matter in 1865, were..... \$149,658 02
The earnings from same source in 1866, were..... 100,298 43

Loss.....\$49,459 59

Being a loss of about 33 per cent. The large express business of 1865 was exceptional, and

* In making up this table of cost, the item of "General Expenses," as shown in the accounts of this company, is excluded, which if proper to add, would increase the cost about 3 per cent.

caused by the inability of the lines occupied by the Adams Express Company to accommodate the large southwest business of that company during the closing period of the war; the overflow seeking the route *via* Crestline over the road of this company from Pittsburg.

The number of locomotives in the service of the company remains as at date of last report, being 189 in number. They are in good order, and by the officers of the road considered in better condition at the close than at the beginning of the year. The whole number of miles run by the engines was 4,945,413, being an average 26,166 miles per engine, and the amount earned by each engine (by average) was \$40,000.

The passenger equipment was not increased during the year. Out of the new passenger equipment put on to the road just at the close of the preceding year, \$18,675 of its cost came into the accounts of 1866. It consists of 93 first class coaches, 8 second class coaches, 18 emigrant, 22 baggage, 7 mail, 19 express, 1 pay car, 1 director's car.

The freight equipment has been increased during the year by building at the company's shops at Fort Wayne, 150 new box cars, and the whole of this class of equipment at the close of the year is as follows: 1,057 box cars, 442 stock cars, 776 flat cars, 93 caboose cars for freight and gravel trains, 8 wrecking cars, and 5 market cars, making a total of 2,381 of all classes, of which 90 per cent. are in good order, and the balance need rebuilding or extensive repairs.

The track has been kept in excellent order, throughout the year, and is now fully equal to that of the best roads of the West. Twenty-four per cent. of the main track has been relaid with re-rolled rails, during the year as follows:

	Eastern Division.	Western Division.	Total.
Re-rolled iron.....	3,462	6,346	9,808
Repaired rails.....		663	663
Tons.....			10,471

Three-fourths of the entire main line, of 468 miles, has been re-laid with new, re-rolled and repaired rails, in three years, (1864, 1865 and 1866,) and paid for as repairs out of current earnings.

The renewals of cross ties has been even greater than that of iron, having been 27 per cent. of the number in the entire main track, of which number 90,451 was laid in the Eastern Division, and 191,870 in the Western Division. To supply the deficiency of gravel in the original construction of track, new gravel was put into the same, to the amount of \$50,000, and paid for as repairs, out of the current earnings.

The increased tonnage of the year has made necessary an increase of sidings, for the prompt passing of trains, and which have been made to the extent of 6.9 miles, so that the whole length of sidings is now 105 miles and 627 feet, or 22 miles of siding for each 100 miles of main track. In addition to this, there is 33 miles of double track, 26 miles from Pittsburg, west, to Rochester, and 7 miles from Chicago, east, to the crossing of the Rock Island Railroad.

The construction and equipment has been continued through the year, to a larger extent than was expected at the date of the last Annual Report. The urgent demands of the increased and increasing traffic of this line have been so pressing, that it seemed impossible to restrict the expenditure below the point reached without doing injustice to the business offering, and a damage to the property. The expenditure on account of construction and equipment, for year ending December 31st, 1866, was:

Eastern Division.....	\$580,926 80
Western Division.....	536,048 90
Total.....	\$1,116,975 70

The Cleveland, Zanesville and Cincinnati R. R., (Hudson to Millersburg,) has been continued, under the superintendence of Col. Simon Perkins, who manages it with great economy, and accept-

ably to the patrons of the line. The accounts are kept distinct from those of this company, and the surplus earnings, after paying interest on the mortgage, have been devoted to purchasing the debt, which has thus been reduced to \$175,000, from the original amount of \$200,000.

The large bituminous coal fields, which reach within three or four miles of the present southern terminus of the road, at Millersburg, are now being opened, and coal mined for market. The survey extending the road four miles further south, to these mines has been completed, the right of way purchased and paid for, and an acceptable proposition from a good contractor has been made, to grade the line. It will require about four months after the work shall be commenced, to have the track ready for use.

The business of and from the New Castle and Beaver Valley R. R., (Homewood to New Castle,) has been very satisfactory for the year, and at the time of writing this report is very large. The delay in the completion of the road from Jamestown to Franklin, so as to give a more direct communication between Pittsburg and the Oil Regions, has deprived us of a source of business that was expected at the date of the last report. The track of this road is now down, and will be brought into use in a few weeks.

The gross earnings of the N. C. and B. V. R. R. for the year, was \$151,999 49.

This company's proportion 60 per ct. \$91,200 06
From which deduct operating expenses 35,739 50

Profit in operating this 15 miles of road under the lease\$55,460 56

In operating the N. C. and B. V. R. R., this company furnishes all the equipment, and pays all the operating expense, including repairs. All new capital for extension of the property, to meet a growing business—such as double track, siding, station houses and grounds, water stations, &c., is to be furnished by the lessee. The only capital invested, then, by this company, is in the cost of the rolling stock necessary to operate the road, which is estimated to be about \$130,000. On this estimate, the profit derived by this company, from operating the road, was 42.66 per cent. on the capital thus employed.

The Lawrence R. R. Co. has completed its road to a connection with the Cleveland and Mahoning road, two miles east of Youngstown, and passenger and freight trains are now running on regular schedule time, between Pittsburg and Youngstown. The station and track accommodations, in Youngstown, not being sufficient for both roads, further expenditures and additional time will be required before we shall be in a condition to accommodate the large business offering to this new line. The Lawrence R. R. Co. has the means provided to make these necessary improvements. An agreement between this company and the Atlantic and Great Western Railway Co., lessee of the Cleveland and Mahoning R. R., for an interchange of the local business of the roads respectively operated by them, and for forming a through line between Pittsburg and Cleveland, has been concluded, to go into operation as soon as the improvements in Youngstown, above referred to, shall have been completed by the Lawrence R. R. Co. To the city of Pittsburg, and the citizens of the whole Mahoning Valley, and even beyond, the opening of this new line is of great importance, as it is also, to this company, whose road will, thereby, receive a largely increased business on the forty-eight miles owned and leased between Pittsburg and Mahoningtown. A lease of the Lawrence R. R. has not yet been agreed upon, but will soon be, upon the general terms of the lease of the New Castle and Beaver Valley R. R.

Under the modified contract for the division of joint earnings with the Cleveland and Pittsburg R. R. Co., there was paid that company, out of the earnings of this company, \$163,914 94 for the past year, and also an additional sum of \$45,133 42 on account of military earnings of 1864, not then adjusted. While the operations of this contract has been to take from the revenues of this

company \$400,000 in four years, yet this inequality of the contract is greater in appearance than in reality. The effect of executing the contract in its letter and spirit was to withdraw from the Cleveland and Pittsburg R. R. some business, which it would, but for this contract have enjoyed; and this company has gained, as well as the Cleveland and Pittsburg Co., in avoiding undue competition; leaving business to take its natural channels, and saving the expenses incident to efforts to divert it into other routes. Thus far the amendments of Feb. 16, 1866, to the original agreements of Dec. 15, 1862, have proven to be salutary, and of a character to render the agreement more satisfactory and permanent.

The Grand Rapids and Indiana R. R. Co., having obtained from the State of Michigan an extension of time in which to complete its road, and thus giving value to its large land grant of over a million acres of land, will no doubt be placed upon such a safe financial basis as to secure the early completion of its line from Fort Wayne to the Straits of Mackinaw, 350 miles in length. The completion of this road would very greatly enhance the value of your property by making tributary to it the business of an extensive portion of the best part of the State of Michigan.

The American Central Railway Co. did but little last year towards the building of that line of road, but within two months active operations have been commenced, and several thousand tons of rails are now on the way from Europe, to be laid in the track this summer. When completed, this road will give the shortest line from your road to Omaha, the eastern terminus of the Union Pacific R. R., with a single ownership, unembarrassed by the complications of leases or business contracts, and may thus be operated with the greatest efficiency.

The extension of the line of road across Iowa to the Missouri River at Council Bluffs, opposite Omaha, has just been accomplished, and will this spring be worked in connection with the Northwestern Railway Co. of Illinois, as a single line from Chicago to the Eastern terminus of the Union Pacific Railway, a length of 496 miles. The opening of this line cannot be regarded in any other light than that of a marked epoch in the history of the city of Chicago, and must have great influence in assisting to make that city one of the largest inland on the continent. As your road is one of the great arteries of that city, its quickened life-blood must give new strength and growth to your interest.

As important as these and other connecting and auxiliary lines are to your road, its strength is inherent. Its largest business will ever be by its way-side, and fortunately for the owners, that fountain is not only inexhaustive but accumulative.

GENERAL ACCOUNT, December 31, 1866.

Cost of railway, equipment, structures, &c.....	\$24,253,746 81
Stock of supplies for current operations.....	631,918 82
Due from other companies.....	386,954 73
Miscellaneous assets.....	708,333 63
Sinking fund first and second mortgage bonds.....	275,910 03
Cash in hand.....	670,675 59
	\$26,927,539 61
Capital stock.....	\$9,940,987 95
Funded debt.....	12,568,500 00
Due to other companies.....	40,822 02
Miscellaneous liabilities.....	364,295 73
Due for current expenditures in December and prior.....	568,987 14
Due J. F. D. Lanier, Trustee.....	88,238 79
Balance to credit of income account.....	3,355,707 98
	\$26,927,539 61

The Alexandria Canal, between Georgetown and Alexandria, is now full of water, and is in excellent repair.

Railroads and Canals of New Jersey.

Abstract showing the condition of the capital and property and results of operations during the year ending December 31, 1886.
(Compiled from the Official Report presented to the State Legislature.)

Companies.	Share Capital.	Capital Account.	Cost of road and Equip'm't.	Length of Road.	Gross Earnings.	Operating and Repairs.	Earnings less Expenses.	Dividends—Amount, Rate.
		Floating Debt.	Total Capital.	M.	Passenger.	Freight, Mails, etc.		P. C.
Belvidere Delaware.....	996,647	2,245,000	3,456,709	64.21	148,223	321,340	400,730	136,351
Burlington County.....	300,279	60,000	3,456,709	7.12	39,789	68,618	400,730	136,351
Camden and Amboy.....	5,000,000	10,073,137	10,073,137	113.20	212,006	88,369	3,600	15*
Delaware and Raritan Canal.....	2,987,412	1,034,776	1,931,424	104.20	212,006	88,369	3,600	15*
Camden and Atlantic.....	1,101,993	1,034,776	1,931,424	104.20	212,006	88,369	3,600	15*
Cape May and Millville.....	447,000	200,000	711,960	39.00	762,471	2,718,983	93,790	10
Central of New Jersey.....	13,000,000	1,500,000	14,500,000	73.80	8,283	5,637	1,617,269	10
Flemington.....	150,011	100,000	375,660	12.00	18,846	34,240	21,072	6
Freehold and Jamesburg.....	230,844	40,000	270,844	4.88	.....	.....	.....	.....
Hackensack and New York.....	94,100	20,000	114,100	0.78	.....	.....	.....	.....
Lodi Branch.....	25,000	.....	40,250	3.50	.....	.....	.....	.....
Hibernia Mine.....	95,194	.....	175,183	9.00	43,220	8,911	53,131	.....
Long Branch and Sea Shore.....	102,365	.....	111,114	6.63	7,794	6,013	13,807	.....
Millstone and New Brunswick.....	368,200	.....	368,200	22.80	.....	.....	.....	.....
Millville and Glassboro'.....	2,200,000	1,059,248	3,259,248	101.00	.....	.....	.....	.....
Morris and Essex.....	3,500,000	5,516,950	9,016,950	90.00	.....	.....	.....	.....
Newark and Bloomfield.....	103,850	855,000	958,850	6.00	.....	.....	.....	.....
New Jersey.....	5,000,000	280,000	5,280,000	33.80	1,275,588	269,769	1,770,862	10
Northern New Jersey.....	158,800	300,000	458,800	21.27	145,682	62,182	12,978	8
Ogden Mine.....	250,000	.....	423,008	17.00	.....	.....	.....	.....
Orange and Newark.....	289,550	.....	618,206	14.50	.....	.....	.....	.....
Paterson and Hudson River.....	630,000	.....	630,000	6.50	.....	.....	.....	.....
Paterson and Newark.....	284,000	.....	369,000	15.12	.....	.....	.....	.....
Pequest and Wallkill.....	57,200	.....	214,581	7.00	12,436	2,395	14,831	.....
Perth Amboy and Woodbridge.....	2,530,700	1,532,800	4,063,500	81.00	141,161	188,385	356,801	.....
Raritan and Delaware Bay.....	45,595	.....	45,595	3.60	.....	.....	.....	.....
Rocky Hill.....	180,550	.....	280,550	16.00	.....	.....	.....	.....
Salem.....	438,300	.....	438,300	16.00	.....	.....	.....	.....
South Branch.....	192,625	.....	397,699	12.00	.....	.....	.....	.....
Sussex.....	49,833	.....	49,833	4.50	.....	.....	.....	.....
Vincetown Branch.....	1,547,650	.....	2,059,050	21.04	32,260	416,901	451,297	.....
Warren.....	731,050	.....	1,219,804	38.05	.....	.....	.....	.....
West Jersey.....	.....	.....	.....	.....	.....	.....	.....	.....

* Dividends 10 per cent. in stock, and 5 per cent. in cash.
† Including cost of road from Camden and Mount Holly, unfinished.
‡ Marked thus, indicates that the amount is a loss.
§ One dividend of 3 per cent. in cash, and one of 3 per cent. in cash and certificates.
|| One dividend of 25 per cent. in stock and cash, and one of 4 per cent. in cash.

Boston National Banks.

The following table presents the capital of each Bank, together with the last two semi-annual dividends. Also, the market value of each stock, dividend on, Oct 1, 1866, and April 1, 1867:

	Capital April, 1867.	Dividends.		Price Dividend on.	
		Oct., 1866.	Ap'l, 1867.	Oct., 1866.	April, 1867.
Atlantic.....	\$750,000	5	5	118	121
Atlas.....	1,000,000	5	5	115	115
Blackstone.....	1,000,000	5	5	130	127
Boston.....	750,000	5	5	115	110
Old Boston, (\$50)	900,000	6	5	70	68½
Boylston.....	500,000	6	6	135	136
Broadway.....	200,000	5	5	110	105
City.....	1,000,000	4	4	110	110
Columbian.....	1,000,000	5	5	120	118
Commerce.....	2,000,000	5	5	123	119
Continental.....	500,000	5	5	117	115
Eagle.....	1,000,000	5	4	120	120
Elitot.....	1,000,000	5	5	123	111
Everett.....	200,000	3	3½	102	105
Exchange.....	1,000,000	6	6	140	145
Faneuil Hall.....	1,000,000	5	5	134	130
First National.....	1,000,000	6	6	145	150
Freeman's.....	400,000	5	6	120	128
Globe.....	1,000,000	5	5	135	130
Hamilton.....	750,000	6	5	125	125
Hide & Leather.....	1,000,000	7	7	140	143
Howard.....	750,000	5	5	110	108
Market.....	800,000	4	4	110	110
Mass. (\$250).....	800,000	5	5	120	118
Maverick.....	400,000	4	4	106	104
Mechanics.....	250,000	5	5	115	112
Merchants.....	3,000,000	5	5	123	113
Mount Vernon.....	200,000	5	0	120	100
Bank of Redemp.....	1,000,000	4	4	114½	112
New England.....	1,000,000	5	5	130	130
North.....	1,000,000	5	5	115	112
North America.....	1,000,000	4½	4	108	106
Republic.....	1,000,000	5	6	130	130
Revere.....	1,000,000	6	6	140	135
Second, Nat.....	1,000,000	7½	6	150	138
Shawmut.....	750,000	5	5	117	115
Shoe & Leather.....	1,000,000	6	6	140	135
State.....	2,000,000	4	..	115	100
Suffolk.....	1,500,000	4	4	118	117
Third, National.....	300,000	4	4	108	112
Traders.....	600,000	3½	3½	103	100
Tremont.....	2,000,000	5	5	125	120
Union.....	1,000,000	5	5	123	122
Washington.....	750,000	6	6	125	122
Webster.....	1,500,000	4	4	115	107

Total, Apr., '67..42,550,000
Total, Oct., '66..42,550,000
Total, Apr., '66..42,550,000
Total, Oct., '65..42,350,000
Total, Apr., '65..40,550,000

Railroad Bridge at Davenport.

The Bridge to be built over the Mississippi at Davenport, Iowa, is to cost not less than \$1,000,000. The \$350,000 appropriated by the Government is to be expended solely in putting down the foundations, building piers and abutments, and otherwise making ready for the superstructure. This done, the Government and railroad company will put up the balance of the million in equal amounts, which is to be expended upon the superstructure.

The contractors for the construction of the Baltimore and Potomac Railroad propose to complete the Main Stem to the village of Upper Marlborough, Md., by the 1st of October, and the branch road into the District of Columbia.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna.....100	\$1,604,145			Hannibal and St. Joseph.....100	\$1,900,000			Rensselaer and Saratoga.....100	\$500,000	A. & O.	Oct. '66 4
Allegheny Valley.....50	1,498,460			Do. do pref.100	5,258,830			Richmond and Danville.....100	2,000,000		
Alton and St. Louis.....100	125,000	J. A. J. & O.	Jan. '67 1	Housatonic.....100	820,000			Richmond and Petersburg.....100	847,000		
Atlanta and West Point.....100	1,232,200			" pref.....100	1,180,000	M. & N.	Nov. '66 4	Rich. Fred. and Potomac.....100	1,041,800		
Atlantic & N. Carolina.....100	5,445,225			Hudson River.....100	6,967,971	A. & O.	Apr. '67 4	Rome, Water. and O'nb.100	2,385,500	J. & J.	Jan. '67 5
Atlantic & Gt. Western.....50	11,522,150			Huntingdon & B'd Top.....50	494,350			Rutland and Burlington.....100	2,233,276		
Atlantic " " pref. 50	1,919,000			Illinois Central.....100	190,750	J. & J.	Jan. '67 5	St. L., Alt. and T. Haute.....100	2,800,000		
Atlantic & St. Lawrence.....100	2,494,900	J. & J.	Jan. '67 2	Indianapolis & Cincinnati.....100	23,386,150	F. & A.	Feb. '67 5	St. L., Jack'nv. and Ohio.....100	1,000,000	Annual.	Mar. '67 7
Augusta and Savannah.....100	783,700			Jeffersonv. Mad. & Indan.....100	1,689,900	M. & S.	Mar. '67 4	St. Paul and Pacific.....100	1,469,429		
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '66 4	Joliet and Chicago.....100	2,000,000	J. & J.	Jan. '67 1	Sandusky and Cincinnati.....100	2,089,000		
Do. Washington Br.....100	2,850,000	A. & O.	Oct. '66 5	Lackawanna & Bloomsb.....100	1,500,000	J. A. J. & O.	Jan. '67 1	" pref.100	398,078	M. & N.	Nov. '66 3
Baltimore City Passenger.....100	670,000	J. & J.	Jan. '67 5	Lehigh and Mahanoy.....50	300,000	J. & J.	Jan. '67 4	Sand. Manef. and Newark.....100	900,000		
Boston and Chelsea.....700	110,000	A. & O.	Apr. '67 4	Lehigh and Susquehanna.....50	1,835,000	J. & J.	Jan. '67 6	Saratoga and Hudson R.....100	1,020,000		
Bellefontaine Line.....100	4,420,000	F. & A.	Feb. '67 3	Lexington & Frankfort.....100	2,158,565	M. & N.	Nov. '66 5	Saratoga and Whitehall.....100	500,000	A. & O.	Oct. '66 3
Belvidere Delaware.....100	997,112			Little Miami.....50	5,104,050	J. A. J. & O.	Jan. '67 2	Savannah and Charleston.....100	1,000,000		
Berkshire.....100	600,000	J. A. J. & O.	Apr. '67 4	Little Schuylkill.....50	10,734,100	J. & J.	Nov. '66 3	Schuylkill and Susqueh'la.....10	1,289,160		
Blossburg & Corning.....50	50	J. & D.	Dec. '66 2	Lomb. and South St. (Ph.).....25	514,646	J. & D.	Dec. '66 4	Second and Third St. (Ph.).....50	203,757	J. @ J.	Jan. '67 5
Boston, Concord & Mont.....100	459,000			Long Island.....50	2,646,100	J. & J.	Jan. '67 2	Schuylkill Valley.....50	576,050	J. & J.	Jan. '67 5
Do. do. pref.100	1,340,400			Louisville and Frankfort.....100	90,000			Seaboard and Roanoke.....100	844,200		
Boston and Lowell.....100	184,000	J. & J.	Jan. '67 4	Lowell and Lawrence.....100	3,000,000	F. M. A. N.	Feb. '67 2	Second Avenue (N. Y.).....100	650,000	A. & O.	Oct. '66
Boston and Maine.....100	4,076,974	J. & J.	Jan. '67 5	Macon and Western.....100	1,109,594	J. & J.	Jan. '67 3	Shamokin V. and Potav.....50	869,450	A. & A.	Aug. '66 2
Boston and Providence.....100	3,880,000	J. & J.	Jan. '67 5	McGregor Western.....100	5,500,000	J. & J.	Jan. '67 4	Sixth Avenue (N. Y.).....100	750,000	J. A. J. & O.	
Boston and Worcester.....100	4,560,000	J. & J.	Jan. '67 5	Mahanoy & B'd Mount n.....100	2,800,000			South Carolina.....100	2,819,275		
Broadway (Boston).....100	325,000			Maine Central.....100	200,000	J. & J.	Jan. '67 3	South Shore.....100	259,585		
Broadway & 7th Av. (N. Y.).....100	2,100,000	J. & J.	Jan. '67 5	Manchester & Lawrence.....100	1,500,000	J. & J.	Jan. '67 5	South Western, Georgia.....100	3,203,400	F. & A.	Aug. '66 4
Brooklyn City.....10	1,000,000	F. & A.	F. '67 3	Marietta & Cincinnati.....100	921,615			Southern Mississippi.....100	1,000,000		
Brooklyn City & Newt'n.....100	386,000			" " 1st pref. 50	1,600,880			Springfield and Columbus.....100			
Buff. New York & Erie.....100	850,000	J. & J.	Jan. '67 3	" " 2d pref. 50	1,000,000	M. & N.	Nov. '66 4	Staten Island.....100	628,600	J. & J.	Jan. '67 4
Buffalo and State Line.....100	2,200,000	F. & A.	Feb. '67 5	Memphis and Ohio.....100	2,029,778	M. & S.	Sep. '66 3	Syr. Bingham. and N. Y.100	1,200,120		
Cambridge Horse (Boston).....100	7,780	A. & O.	Apr. '67 4	Memphis and Ohio.....100	4,636,135	M. & S.	Sep. '66 3	Taunton Branch.....100	250,000	J. @ J.	Jan. '67 4
Camden and Ansoy.....100	684,220	F. & A.	Feb. '67 5	Metropolitan (Boston).....100	4,051,744	M. & S.	Sep. '66 3	Tennessee and Alabama.....100	595,922		
Camden and Atlantic pref. 50	600,000			Michigan Central.....100	5,312,723	M. & S.	Mar. '62 4	Terre Haute and Indiana.....50	1,982,150	J. & J.	Jan. '67 6
Cape Cod.....50	721,926	J. & J.	Jan. '67 5	Mich. So. & North. Ind.100	9,311,300	F. & A.	F. '65 3	Third Avenue (N. Y.).....100	1,750,000		
Catawissa.....50	1,150,000			" guaranteed 100	787,700	F. & A.	Feb. '67 5	Thirteenth and Fif. (Ph.).....50		J. @ J.	Jan. '67 2
Catawissa pref.....50	2,200,000	F. & A.		Middlesex (Boston).....100	400,000			Tol. Peoria and Warsaw.....100	1,650,000		
Cayuga & Susquehanna.....50	589,110			Milw. & Prairie du Chien.....100	3,014,000	F. & A.	Feb. '67 3	" " 1st pref.100	1,700,000		
Central of Georgia.....100	4,666,300			" " 1st pref.100	3,082,000	Annual.	Feb. '67 8	" " 2d pref.100	908,176		
Central of New Jersey.....100	13,000,000	J. A. J. & O.	Apr. '67 2	" " 2d pref.100	1,014,000	Annual.	Feb. '67 7	Tol. Wabash and West.....100	5,400,000	M. & N.	N. '66 3
Central Ohio.....100	2,900,000			Milw. & St. Paul.....100	3,927,000	J. & J.	Jan. '67 6	" " pref. 50	1,000,000		
Central Ohio pref.....100	400,000	Annual.	Apr. '67 6	Minnesota Central.....100	5,771,000	J. & J.	Jan. '67 6	Troy and Boston.....100	607,111		
Con. Park, N. & E. River.....100	955,901			Mississippi Central.....100	2,090,361			Troy and Greenbush.....100	274,400	J. & D.	D. '66 3
Charlotte & S. Carolina.....100	1,201,000			Mobile and Ohio.....100	3,583,300			Troy, Salem and Rut. d.....100	800,000	A. & O.	Oct. '66 3
Chemung.....100	380,000	J. A. J. & O.	Apr. '67 2	Montgomery & W. Point.....100	1,419,769			Union Transport'n (Bos.).....100	200,000		
Cheshire, preferred.....100	2,017,825	Annual.	Jan. '67 2	Morris and Essex.....50	5,500,000	F. & A.	F. '67 3	Union Pacific.....100			
Chicago and Alton.....100	3,886,648	M. & S.	Mar. '67 4	Muscougee.....100	689,900			Union Pacific (E. D.).....100			
" " pref.100	2,425,576	M. & S.	Mar. '67 4	Nashua and Lowell.....100	699,000	M. & N.	Nov. '66 4	Union Pacific (Cent. Br.).....60			
Chicago, Burl. & Quincy.....100	10,193,010	M. & N.	Nov. '67 6	Nashville & Chattanooga.....100	2,056,544			Union (Phila.).....50	291,475	J. @ J.	Jan. '67 3
Chicago and Gt. Eastern.....100	4,390,000			Naugatuck.....100	1,100,000	F. & A.	Feb. '67 5	Utica and Black River.....100	534,400	J. & J.	Jan. '67 4
Chicago, Iowa & Nebras*.....10	1,000,000			New Bedford & Taunton.....100	500,000	J. & J.	Jan. '67 5	Vermont and Canada.....100	2,250,000	J. & D.	Dec. '66 4
Chicago and Milwaukee.....100	2,227,000			New Haven & N. London.....100	738,528			Vermont Central.....100	3,000,000		
Chicago & N. Western.....100	13,180,927			N. Haven & Northampton.....100	1,224,100	J. & J.	Jan. '67 5	Vermont and Massachusetts.....100	2,500,000	J. & J.	Jan. '67 1
" " pref.100	12,994,115	Annual.	Dec. '66 7	New Jersey.....100	5,000,000	F. & A.	Feb. '67 5	Vermont Valley.....100	516,164		
Chicago, R. I. & Pacific.....100	9,100,000	A. & O.	Apr. '67 6	New London Northern.....100	85,000			Virginia Central.....100	3,353,678		
Cin. Ham. & Dayton.....100	3,129,100	A. & O.	Apr. '67 6	N. O., Jackson & Gt. N.100	4,697,457			Virginia and Tennessee.....100	5,45,815		
Cin. Richmond & Chicago.....100	350,000			N. O., Opel. & Gt. West n.100	4,093,425			Western (Mass.).....100	6,710,800	J. & J.	Jan. '67 5
Cin. & Indianapolis.....100	1,600,000			New York Central.....100	26,530,000	F. & A.	Feb. '67 3	Western Union.....100	2,687,257		
Cincinnati and Zanesville.....100	1,900,000			New York & Harlem.....50	5,265,050	J. & J.	Jan. '67 4	West Philadelphia.....50	249,100	J. @ J.	Jan. '67 5
Citizens' Passenger (Phil.).....50	192,750	F. & A.	Jan. '67 6	" pref. 50	1,500,000	J. & J.	Jan. '67 4	Wilm. and Manchester.....100	1,150,470		
Cleveland & Cincinnati.....100	6,000,000	J. @ J.	Feb. '67 4	New York & New Haven.....100	6,600,000	J. & J.	Jan. '67 5	Wilmington and St. Peter.....100	1,340,213		
Cleveland & Mahoning.....50	2,044,000	M. & N.	Nov. '66 4	N. Y., Provid. & Boston.....100	1,755,281	J. & J.	Jan. '67 5	Worcester and Nashua.....75	1,141,000	J. & J.	Jan. '67 5
Cleveland, Painesv. & Ashta.....100	6,000,000	J. & J.	Jan. '67 6	Nig. Bridge & Cananda.....100	1,000,000	J. & J.	Jan. '67 5				
Cleveland and Pittsburgh.....50	5,403,911	A. & O.	Apr. '67 4	Ninth Avenue.....100	798,360						
Cleveland and Toledo.....50	4,841,600	A. & O.	Apr. '67 6	North Carolina.....100	4,000,000						
Col. & Indianapolis Cen.....100	4,000,000	J. A. J. & O.	Apr. '67 2	Northern Central.....100	4,515,900	F. M. A. N.	Feb. '67 2				
Columbus and Xenia.....50	1,786,200	J. & J.	Jan. '67 4	Northern of N. Hampsh.....100	8,064,400	J. & D.	Dec. '66 4				
Concord.....100	1,500,000	M. & N.	Nov. '66 4	Northern of N. Jersey.....100	158,800						
Concord & Portsmouth.....100	350,000	J. & J.	Jan. '67 3	North Missouri.....100	2,363,301						
Coney Island & Brooklyn.....100	600,000			North Pennsylvania.....100	3,150,150	J. & J.	Jan. '67 6				
Conn. do. pref.100	1,878,300	J. & J.	Jan. '67 3	Norwich & Worcester.....100	3,077,000	F. & A.	Feb. '67 5				
Connecticut River.....100	1,650,000	J. & J.	Jan. '67 3	Ogdensb. & L. Champ'n.....100	940,000	A. & O.	Apr. '67 4				
Cumberland Valley.....100	1,316,900	A. & O.	Apr. '67 4	Ohio and Mississippi.....100	20,222,641						
Danbury and Norwalk.....100	506,900			" " pref.100	3,607,197	Annual.	Jan. '67 7				
Dayton and Michigan.....100	2,384,941			Old Colony & Newport.....100	4,848,300	J. & J.	Jan. '67 3				
Delaware.....50	466,132	J. & J.	Jan. '67 5	Orange and Newark.....100	231,550						
Del., Lackaw. & Western.....50	11,288,560	J. & J.	Jan. '67 5	Oswego and Syracuse.....50	482,400	F. & A.	Feb. '67 4				
Des Moines Valley.....100	1,560,050			Pacific of Missouri.....100	3,881,000						
Detroit & Milwaukee.....100	452,351			Panama.....100	7,000,000	J. A. J. & O.	Apr. '67 6				
Do. do. pref.100	1,500,000			Pennsylvania.....100	20,000,000	M. & N.	Nov. '66 4				
D. Dock, E. B. d. & Bat.....100	1,200,000			Pennsylvania & Bureau Valley.....100	1,200,000	A. & O.	Oct. '66 6				
Dubuque and Sioux City.....100	1,678,641			Petersburg & Lynchburg.....100	1,366,000						
Do. do. pr. f.100	1,987,551	Annual.	Mar. '67 7	Phila. & Balt. Central.....50	218,100						
Eastern (Mass.).....100	3,678,304	J. & J.	Jan. '67 4	Philadelphia and Erie.....50	5,068,450	J. & J.	Jan. '67 5				
Eastern (N. H.).....100	492,500	J. & J.	Jan. '67 4	Philadelphia and Reading.....22	742,867	J. & J.	Jan. '67 5				
East Pennsylvania.....50	604,400			Phil. Germant'n & Nor't'n.....10	1,607,850	A. & O.	Apr. '67 5				
East Tenn. and Georgia.....100				Phila. and Trenton.....10	999,200	J. & J.	Jan. '67 5				
East Tenn. and Virginia.....100				Phila. Wil. & Balt.....50	9,019,300	J. A. J. & O.	Jan. '67 5				
Elizhth Avenue (N. Y.).....100	1,000,000	J. A. J. & O.	Jan. '67	Philadelphia City.....50	100,000	J. & J.	Jan. '67 5				
Elm. Jeffers. & Canand*.....100	600,000	F. & A.	F. '67 2	Phila. and Grey's Ferry.....25	217,097	J. @ J.	Jan. '67 6				
Elmira & Williamsport.....50	600,000	M. & N.	N. '66 2	Pittsburg & Connellsville.....50	7,79,328	J. A. J. & O.	Apr. '67 2				
Do. do. pref. 50	500,000			Pittsfield and N. Adams.....100	450,000	J. @ J.	Jan. '67 3				
Erie Railway.....100	14,570,100	F. & A.	Feb. '66 4	Portland and Kennebec.....100	1,000,000						
Do. pref.100	8,536,760	Annual.	Jan. '67 7	Portl., Saoc & Portsm'th.....100	1,000,000	J. & D.	Dec. '66 3				
Erie & North East.....100	600,000	F. & A.	Feb. '67 5	Providence and Worcester.....100	1,800,000	J. & J.	Jan. '67 4				
Evansville & Crawfordsv.....100	1,144,834	J. & J.	Jan. '67 5	Reading and Columbia.....50	505,018						
Flintburg.....100	4,340,000	J. & J.	Jan. '67 5								
Forty-Sec. St. & G. St. Fy.....100	247,800	J. & J.	Jan. '67 3								
Frank. and Southw. (Ph.).....50	491,620	J. @ J.	Jan. '67 3								

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5	---	200,000	---	Knowlton.....L. S.	25	8	20,000	51	Broad Top.....Pa.	50	---	---	---	Acadia.....N. S.	5	---	100,000	---
Acton Vale.....Ca.	5	---	20,000	---	Lafayette.....Ca.	25	---	20,000	---	Copake.....N. Y.	50	50	50,000	---	Ada Elmore.....Idaho.	10	---	100,000	---
Adventure.....L. S.	25	3	20,000	---	Lake.....L. S.	25	2	20,000	---	Foster.....N. Y.	50	---	---	---	Albion....." "	3	---	100,000	---
Albany and Boston....." "	25	11	20,000	3	Lawrence.....L. S.	25	---	20,000	---	French Creek.....Pa.	5	---	100,000	---	Altona.....Col.	5	---	100,000	---
Algoma....." "	25	3	20,000	---	Lennoxville.....Ca.	5	---	100,000	---	Garrison's.....N. Y.	5	5	100,000	---	American.....Col.	100	---	50,000	---
Alouez....." "	25	11	20,000	44	Logan....." "	5	---	100,000	---	George's Creek.....Md.	100	100	10,000	104	American Flag.....Col.	10	---	80,000	1.60
American....." "	25	1	20,000	---	Lower California.....Mo.	50	---	40,000	---	Harewood.....Pa.	5	5	20,000	---	Ascot.....Can.	100	---	50,000	---
Amygdaloid....." "	25	17	20,000	---	Lyster.....Ca.	2	---	200,000	---	Lake Superior.....L. S.	25	25	20,000	---	Atl. & Pac.....Nev.	50	---	100,000	2.60
Anita.....Cal.	10	---	20,000	---	Madison.....L. S.	25	6	20,000	2	Mount Pleasant.....Pa.	50	50	10,000	---	Battie.....Col.	---	---	---	---
Annapolis.....Md.	10	---	20,000	---	Malden....." "	25	2	20,000	---	Teal Lake.....L. S.	25	---	20,000	---	Bates & Baxter....." "	---	---	---	---
Arendia.....L. S.	100	---	20,000	---	Mandan....." "	25	4	20,000	---	Tyson.....Vt.	10	---	20,000	---	Benton....." "	5	---	100,000	---
Arizona.....Ariz.	100	---	100,000	---	Manhattan....." "	25	8	20,000	31	LEAD AND ZINC	---	---	---	---	Black Hawk....." "	100	---	50,000	---
Arnold.....L. S.	25	---	20,000	---	Marquette....." "	25	8	20,000	100	Amenia.....N. Y.	5	---	100,000	---	Bob Tail....." "	10	---	100,000	---
Ascot.....Ca.	20	---	20,000	---	Maryland.....Md.	5	---	20,000	---	Bucks County.....Pa.	5	---	40,000	---	Briggs.....Col.	100	---	10,000	---
Astor.....L. S.	25	14	20,000	---	Mass.....L. S.	25	4	20,000	---	Canada.....Ca.	5	---	50,000	---	Burroughs....." "	10	---	100,000	---
Atlas....." "	25	2	2,000	84	Massachusetts....." "	25	11	20,000	41	Champion.....N. Y.	5	---	110,000	---	Bullion.....Mtns.	5	---	200,000	---
Azteco....." "	25	44	20,000	---	Medora....." "	25	11	20,000	---	Clute....." "	5	5	110,000	---	Bullion Consol.....Col.	1	---	300,000	---
Balt. and N. C.....N. C.	5	---	20,000	---	Merlot....." "	25	14	100,000	---	Continental....." "	24	24	100,000	---	Chebucto.....N. S.	5	---	100,000	---
Bay State.....L. S.	25	13	20,000	---	Merrimac....." "	25	6	20,000	---	Eastport.....Me.	10	---	100,000	---	Central.....Col.	5	---	200,000	---
Beaver....." "	25	2	20,000	400	Merryweather....." "	25	8	20,000	---	Erie.....N. Y.	10	---	40,000	---	Central Gold....." "	5	---	20,000	---
Bedford.....Ca.	5	---	125,000	---	Mesnard....." "	25	8	20,000	---	Gay's River....." "	2	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Black River....." "	25	---	20,000	---	Michigan....." "	25	11	20,000	---	Hampton.....Mass.	5	---	100,000	---	Jobden.....Idaho.	10	---	100,000	---
Bohemian.....L. S.	25	17	20,000	---	Middlesex....." "	25	11	20,000	---	Jefferson.....N. Y.	5	---	100,000	---	Columbia.....Nev.	100	---	300,000	3.15
Bolton.....Ca.	5	---	200,000	500	Minnesota.....L. S.	25	18	20,000	84	Kings Hill....." "	5	---	10,000	---	Consol Gregory.....Col.	100	---	50,000	8.75
Boston.....L. S.	25	21	20,000	---	Missisquoi.....Ca.	2	---	150,000	---	Lake Superior.....Mich.	5	---	200,000	---	Copalsche....." "	50	---	250,000	---
Brooklyn.....L. S.	25	21	20,000	---	Morrison.....L. S.	25	---	20,000	---	Lancaster.....Pa.	5	---	50,000	40	Cordvon....." "	25	---	100,000	4.15
Brome.....Ca.	5	---	100,000	---	Nashua....." "	25	---	20,000	---	Lehigh.....Pa.	40	---	40	---	Continental....." "	100	---	20,000	---
Cabot.....L. S.	5	---	20,000	---	Nashua....." "	25	---	20,000	---	Macomb.....N. Y.	5	---	110,000	---	Penver....." "	20	---	50,000	---
Calcedonia....." "	25	5	20,000	---	Native....." "	25	54	20,000	---	Maine.....Me.	10	---	50,000	---	Downville....." "	1	---	300,000	---
Cambridge....." "	25	5	20,000	550	Naumkeag....." "	25	1	20,000	---	Mineral Point.....N. Y.	5	---	100,000	---	Eagle....." "	10	---	100,000	---
Canada.....Vt.	4	1	100,000	550	Nebraska....." "	25	1	20,000	---	Morgan....." "	5	---	100,000	---	East Bannock.....Mtns.	2	---	100,000	---
Carp Lake.....L. S.	25	---	20,000	---	Nequaqua....." "	25	2	20,000	---	Mount Hope.....N. Y.	24	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Cascade....." "	25	---	20,000	---	New England.....L. S.	25	2	20,000	---	New Hampshire.....N. H.	5	---	100,000	---	Empire....." "	20	---	30,000	---
Central....." "	25	5	20,000	60	New Jersey cons. N. J.	10	---	100,000	---	New Jersey.....N. J.	100	---	12,000	100	Excelsior....." "	10	---	30,000	---
Champlain.....Ca.	11	---	200,000	---	Newton.....Ca.	1	---	200,000	---	N. Y. & Boston.....N. Y.	10	---	100,000	250	Garrison's....." "	50	---	100,000	---
Chatham....." "	2	---	200,000	---	New York.....L. S.	25	1	20,000	---	Oswegatchie.....Ca.	5	---	100,000	---	Gem....." "	50	---	25,000	---
Cheticamp....." "	5	---	30,000	---	N. Y. & Passaic.....N. J.	5	---	100,000	---	Pheulix.....N. Y.	5	---	50,000	---	Gleconda....." "	20	---	250,000	---
Chippewa.....L. S.	25	---	20,000	---	North Cliff.....L. S.	25	4	20,000	11	Placencia Bay.....N. F.	5	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Clifton....." "	25	---	20,000	---	North State....." "	25	34	20,000	---	Ramsay.....Ca.	25	---	20,000	---	Gold Mining....." "	100	---	50,000	---
Collin....." "	25	---	20,000	---	North Western....." "	25	11	20,000	2	Rochester....." "	24	---	200,000	---	Gunnell....." "	10	---	300,000	4.75
Concord....." "	25	4	20,000	24	Norwich....." "	25	11	20,000	---	Rossie.....N. Y.	5	---	100,000	---	Gunnell Central....." "	50	---	20,000	---
Consolidated....." "	25	5	20,000	---	Ogima....." "	25	7	20,000	1	Shawangunk.....N. Y.	5	---	100,000	---	Gregory....." "	50	---	20,000	---
Copper Creek.....Mo.	100	---	10,000	---	Ottaville.....N. Y.	5	---	100,000	---	Sussex.....N. J.	5	---	125,000	---	Great Western....." "	10	---	60,000	---
Copper Creek.....Wis.	25	---	20,000	---	Ontonagon.....L. S.	25	---	20,000	---	Union.....Pa.	5	---	100,000	0.60	Hope....." "	25	---	80,000	0.25
Copper Falls.....L. S.	25	24	20,000	21	Ottawa.....Ca.	1	---	200,000	---	Walkill.....N. Y.	---	---	---	Holman....." "	2	---	150,000	0.18	
Copper Harbor....." "	25	1	20,000	---	Pacific.....L. S.	25	50	20,000	---	Warren.....N. H.	---	---	---	Idaho.....Nebr.	---	---	100,000	---	
Copper Hill.....Wis.	1	---	200,000	---	Pennsylvania....." "	50	50	20,000	2	White Mountain....." "	---	---	---	Isaac's Harbor.....N. S.	5	---	100,000	---	
Corinth.....Vt.	25	---	20,000	---	Petherick....." "	25	54	20,000	16	COAL & ANTHRACITE	---	---	---	Kansas-Colorado.....Col.	10	---	100,000	---	
Cornwall.....Vt.	2	---	100,000	---	Pewabic....." "	25	34	20,000	---	American.....Pa.	25	---	50,000	46	Kip & Buel....." "	2	---	100,000	0.65
Dacotah.....L. S.	25	24	20,000	100	Phila. & Boston....." "	25	15	20,000	5	Ashburton.....Pa.	50	50	50,000	24	La Crosse....." "	10	---	100,000	0.40
Dana....." "	25	34	20,000	---	Phoenix....." "	25	15	20,000	42	Atlantic & G. C.....Md.	100	100	40,000	---	Liebig....." "	5	---	200,000	---
Deep River.....N. C.	5	---	10,000	---	Pittsburg & Boston....." "	25	54	20,000	---	Baltimore....." "	100	100	40,000	---	Lake Major.....N. S.	50	---	12,000	---
Delaware.....L. S.	25	204	20,000	---	Pontiac....." "	25	10	20,000	---	Bear Valley....." "	124	---	40,000	---	Mariposa.....Cal.	100	100	50,976	54
Derby....." "	25	---	20,000	---	Prescott.....Ariz.	100	---	100,000	---	Beaver Meadow.....Pa.	50	50	100,000	---	Do. preferred....." "	100	100	57,744	22
Devon....." "	25	1	20,000	---	Providence.....L. S.	25	---	20,000	---	Belmont....." "	50	50	10,000	---	Mammoth.....Col.	10	---	100,000	---
Dorchester....." "	25	14	20,000	---	Quincy....." "	10	10	20,000	28	Big Mountain.....Pa.	---	---	---	Manhattan....." "	10	---	100,000	---	
Douglas....." "	25	---	20,000	---	Reliance....." "	25	---	20,000	---	Boston & Pictou.....N. S.	5	---	100,000	---	Massachusetts....." "	5	---	250,000	---
Dover.....Ca.	2	1	200,000	---	Republic....." "	25	---	8,000	---	Bridgeport.....Pa.	10	10	30,000	---	Mount Vernon.....Nev.	10	---	300,000	---
Dudley.....L. S.	25	14	20,000	---	Revolute....." "	25	---	20,000	---	Broad Mountain....." "	10	10	30,000	---	Montana.....Col.	4	---	100,000	0.50
Dunham.....Ca.	2	---	200,000	---	Ridge....." "	25	8	20,000	---	British American.....N. S.	---	---	---	National....." "	10	---	300,000	---	
Durham....." "	5	---	200,000	---	Rochester....." "	25	24	20,000	9	Cape Briton.....N. S.	24	24	200,000	---	New York City.....Nev.	100	---	50,000	

PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Completed, equal in single yr.	Length in months or projected.	Equipment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	2 horse.	1 horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.															
30 Nov. '66	3.36					Boston and Chelsea	110,000	119,000			8,800	7,625			
30 Nov. '66	5.73		218	32		Broadway, Boston	348,279	325,000		20,451	168,846	44,203			
30 Nov. '66	27.43					Cambridge	714,071	727,800	150,000	94		85,502			
30 Nov. '66	2.57		35	6		Lowell (Horse)	45,556	45,000			20,399	3,261			
30 Nov. '66	11.16		211	31		Lynn and Boston	271,530	200,000	50,000	50,002	164,742	5,253			
30 Nov. '66	3.41					Malden and Melrose	60,246	200,000			27,144				
30 Nov. '66	3.07					Medford and Charlestown.	36,600	21,000	58,727		19,621	2,240			
30 Nov. '66	58.82		537	157		Metropolitan (Boston)	1,601,478	1,250,000		139,096	752,414	118,472			
30 Nov. '66	6.28		254	36		Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437			
30 Nov. '66	3.22					Northampton & Williamsb.	300,000	300,000		4,627	2,656	211			
30 Nov. '66	5.69		60	9		Quincy	441,333	11,600	58,400	55,000	3,256	2,835			
30 Nov. '66	7.75		48	13		Salem and South Danvers.	189,972	150,000	27,300	4,148	35,970	6,108			
30 Nov. '66	3.61					Somerville	37,000	75,000			4,379	2,251			
30 Nov. '66	2.50		12	3		Stoneham street (Boston)	95,000	5,000			9,628	1,991			
30 Nov. '66	6.74					Suburban	238,789	200,000	24,000	113,007	341,247	10,110			
30 Nov. '66			431	63		Union (Transportation)	13,000	13,600				516			
30 Nov. '66	1.58					West Cambridge	62,152	59,800			3,720	3,255			
30 Nov. '66	2.25					Winnisimmet	91,174	75,000	52,000						
30 Nov. '66	11.60					Worcester									
CONNECTICUT.															
31 Jan. '64	3.0		3.0	45	7	Fairhaven and Westville.	100,000	100,000							
31 Dec. '62	5.5		11	3		Hartford and Wethersfield.	300,000	300,000							
NEW YORK.															
30 Sep. '65	7.17			6	6	Albany	85,544	50,000	31,000		65,155	501			
30 Sep. '65	17.50		35			Bleeker St. & Fulton Ferry.	1,596,966	900,000	610,000	46,006	108,215	37,588			
30 Sep. '65	10.76		32	23		Broadway (Brooklyn)	422,286	200,000	27,500	5,802	81,027	12,500			
30 Sep. '65	14.33		98			Broadway & 1th Ave. N. Y.	3,373,625	2,100,000	130,000	100,000	612,779	198,082			
30 Sep. '65	7.75		10	2		Brooklyn, Bath & Coney Is'd	185,178	100,000	85,000	71,180	25,053	8			
30 Sep. '65	24.00		35	43		Brooklyn Central & Jamaica	120,588	492,150	400,000	55,291	173,827	3,666			
30 Sep. '65	56.18	1.90	146	29		Brooklyn City	1,333,460	1,000,000	170,000		567,701	148,768			
30 Sep. '65	11.75	4.00	42			Brooklyn City & Newtown.	539,162	366,000	200,000	37,602	104,691	5,651			
30 Sep. '65	0.09	9.41				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200					
30 Sep. '65		2.50				Brooklyn City & Rockaway		7,500	35,000						
30 Sep. '65	24.00		116			Centrl Pk. N & E. Riv. (N.Y.)	1,617,906	955,900	650,000		528,090	74,053			
30 Sep. '65		2.00				Clinton Avenue (Albany)		2,800							
30 Sep. '65		2.00				Cohoes & Waterford.		500							
30 Sep. '65	19.75		32			Coney Island & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102			
30 Sep. '65	11.82		46			D. Dock, E. B'dw. & Battery	1,536,290	1,200,000	211,000	50,000	298,714	80,362			
30 Sep. '65		6.00				East & North River (W. Co.)	650	650							
30 Sep. '65	18.00	1.00	141			Eighth Avenue	1,260,915	1,000,000	180,000		627,153	90,670			
30 Sep. '65	12.00		42			42d st. & Grand st. Ferry.	962,521	750,000	260,000	2,698	227,662	63,047			
30 Sep. '65	4.52					Grand st. & Newtown (Wg)									
30 Sep. '65	10.00		17	2		Harlem Br. Moris's & Ford'm	188,738	72,000	118,500	3,000	52,790	2,600			
30 Sep. '65		19.00				Harlem & Tarrytown		3,550							
30 Sep. '65	19.10		30			Ninth Avenue	444,877	795,360	112,000		74,514	loss.			
30 Sep. '65		11.00				Port Morris & Westchester.	1,200	1,200							
30 Sep. '65	11.00		15			Rochester City & Brighton.	251,559	133,400	100,000		80,028	29,616			
30 Sep. '65	16.00					Second Avenue (N. Y.)	1,213,127	650,000	520,000	136,970	388,298	106			
30 Sep. '65	8.37					Sixth Avenue (N. Y.)	1,409,516	750,000		139,604	482,224	loss.			
30 Sep. '65	17.50		147			Third Avenue (N. Y.)	2,110,100	1,750,000	1,800,000	115,000	1,024,742	211,213			
30 Sep. '65		5.00				Third Avenue & Fordam	975	975							
30 Sep. '65	4.48	1.00				Troy and Cohoes.	50,000	50,000		ope. by	T. & L. R. R.	loss.			
30 Sep. '65						Troy and Lansingburg.									
30 Sep. '65	6.50	9.00				Utica City	209,225	124,500	100,000		30,752	loss.			
30 Sep. '65	1.60		4			V. Brunt & Erie Bas. (Bk'n)	62,000	50,000	12,000		12,839	808			
30 Sep. '65						Westchester	5,949	7,370							
30 Sep. '65		4.00				West Shore.	1,457	2,200							
NEW JERSEY.															
31 Dec. '62	5.32		7			Hoboken and Hudson City.	32,000	50,000							
31 Dec. '62	6.05	2.50	8			Hoboken and Weehawken.	134,400	70,000	60,000	2,000	17,228	9,986			
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '66	17.00	150	22			Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566			
31 Dec. '62	5.80		8			West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '65	7.89		142	24		Chestnut & Walnut (Phila.)	235,421	100,000	135,000						
31 Oct. '65	5.50		122	21		Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877			
31 Oct. '65	12.33		262	40		Frankford & Southw'k (Ph.)	765,599	491,620	200,000		286,861	91,545			
31 Oct. '65	6.00		86	15		Fraint' Pk & Del. Riv. (Ph.)					62,732	8,227			
31 Oct. '65	4.50		195	33		Green & Coates st. Phila.)	232,953	150,000	100,000		158,803	39,721			
30 Nov. '65	19.00		250	44		Germantown	385,169	112,245	250,000		197,195	49,651			
31 Oct. '65	5.04		120	25		Girard College (Phila.)	114,611	160,000			122,866	36,832			
31 Oct. '65	2.00		25	4		Harrisburg City	49,504	30,118		9,000	6,728	3,652			
31 Oct. '65	19.00		328	56		Hestopv, Mantua & Fairmt			183,600	75,131	153,813	39,179			
31 Oct. '65	4.50		105	16		Lombard & South st. (Phil.)	156,000	90,000	50,200	16,000	72,490	14,007			
31 Oct. '66						Oakland (Pittsburg & E. L.)									
31 Oct. '65	3.75		124	18		Pittab, Allegheny & Manch'r	96,985	75,000	35,000	150	88,795	20,243			
31 Oct. '65	2.06		67	12		Pittsburg and Birmingham.	66,840	54,000	22,600		67,040	14,278			
31 Oct. '65	3.80		165	27		Philadelphia City	240,264	100,000	135,000		149,978	50,722			
31 Oct. '65	5.00		64	10		Philadelphia and Darby	86,383	100,000	17,000		36,781	6,494			
31 Oct. '65	4.50		51	10		Ridge Avenue & Manyunk.	179,635	120,000	63,300		41,737	6,903			
31 Oct. '65	18.09		431	67		Second & Third st. (Phila.)	472,031	263,757	137,300		437,562	168,380			
31 Oct. '65	5.82		87	9		17th & 19th st. (Phila.)	114,368	120,000			51,683	9,187			
31 Oct. '65	7.00		118	16		Spreece & Pine (Phila. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,545			
31 Oct. '65	7.00		210	35		10th & 11th st. (Citizens)'	176,048	192,750			210,143	87,810			
31 Oct. '65	6.25		148	23		13th & 15th st. (Phila.)					145,038	38,435			
31 Oct. '65	23.05		412	70		Union (Philadelphia)	527,185	291,475	80,000	263,128	206,598	5,000			
31 Oct. '65	6.00		327	52		West Philadelphia	355,105	249,100	100,000	10,000	809,261	81,335			
31 Oct. '65	1.00		9	4		Williamsport		15,150		522	8,637	1,861			
MARYLAND.															
31 Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,549	239,059	21,058			
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.31					Passenger (Cinc.)	69,837	50,000							
31 Dec. '62	3.63					Pendleton & Sst. Mart' (Cin.)	70,000	50,000							

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST		Principal payable	Market Price.
		Rate.	Pay- able.		
Broadway (Brooklyn):	\$	pc	Month.	Year.	p. c.
Real Estate Mortgage	27,500	7 J. & J.	Var.		
Broadway & 7th Avenue:					
1st Mortgage	200,000	7 J. & D.	1884		
Brooklyn, Bath & Coney Isd					
1st Mortgage	80,000	7 J. & J.	1883		
Brooklyn and Rockaway:					
1st Mortgage	20,000	7 J. & J.			
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7 J. & D.	1870		
Brooklyn City:					
1st Mortgage	170,000	7 J. & J.	1872		
Brooklyn City & Newtown:					
1st Mortgage	200,000	7 J. & J.	1872		
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7 J. & J.	1884		
Cambridge:					
1st Mortgage	150,000	6 J. & J.	1881	59	
Central Park, East & North River:					
1st Mortgage	550,000	7 J. & J.	1874		
Citizens' Pittsburg					
1st Mortgage	57,900	7 J. & J.	1870		
Cliftondale:					
1st Mortgage	25,000	6 J. & J.	1871		
Coney Island and Brooklyn:					
1st Mortgage	138,000	7 J. & J.	1873		
Delaware County:					
1st Mortgage	6,500	7			
Dorchester:					
Real Estate Mortgage	5,000	6			
D. Dock, E. B'dw. & Battery:					
1st Mortgage	200,000	7 J. & J.			
Eight Avenue:					
1st Mortgage	160,000	7 J. & J.			
Forty-second street:					
1st Mortgage	127,150	7 J. & J.	1873		
Real Estate	124,500	7 J. & J.			
Frankford and Southwark:					
1st Mortgage	200,000	7 J. & J.	1869	107	
Germantown:					
1st Mortgage	250,000	7 J. & J.	1869		
Green and Coates St.:					
1st Mortgage	98,000	7 J. & J.	1870	93	
Harlem Br. Morris & Ford'm					
1st Mortgage	118,000	7 J. & J.			
Hestonville Mantua & Fair- mount:					
1st Mortgage	40,000	7 J. & J.	1869		
Hoboken and Weehawken:					
1st Mortgage	80,000	7 M. & S.	1872		
Lynn and Boston:					
1st Mortgage (road) :	50,000	6 M. & S.	71-72	91	
Malden and Melrose:					
1st Mortgage and antied.	58,727	6		1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6			
Middlesex:					
1st Mortgage	38,000				
Malden & Melrose bonds.	46,971				
Real Estate	6,000				
Ninth Avenue:					
1st Mortgage	112,000	7			
North Philadelphia:					
1st Mortgage	100,000	7 J. & J.	1869		
Orange and Newark:					
1st Mortgage Broad street.	100,000	7 J. & J.	1881		
" " O. & Newark	100,000	7 J. & J.	1880		
2d Mortgage " "	100,000	7 J. & J.	1883		
Philadelphia City:					
1st Mortgage	135,000	6 J. & J.	1879	91	
Philadelphia and Darby:					
1st Mortgage	17,000	7 J. & J.	1870		
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7 J. & J.	1869		
Pittsb. Allegh'y & Manch.:					
1st Mortgage	35,000	7 J. & J.	1871		
Pittsburg & Birmingham:					
1st Mortgage	22,500	7 J. & J.	1870		
Pittsburg & East Liberty:					
1st Mortgage	87,000	7 J. & J.	1871		
Quincy:					
Plain bonds	58,400	M. & S.	1868		
Richmond and Schnylikill:					
1st Mortgage	30,000	7 J. & J.	1870		
Rochester City & Brighton					
1st Mortgage	100,000	7 J. & J.			
Second Avenue:					
1st Mortgage	520,000	7 J. & D.	1867		
Second and Third Street:					
1st Mortgage	125,000	7 J. & J.	1868	99	
2d Mortgage	50,900	7 J. & J.	1869	107	
Third Avenue.					
1st Mortgage	1,000,000	7 J. & J.	1870		
Real Estate bonds	180,000				
Union:					
Real Estate Mortgage	24,000	6 J. & D.	1869		
Utica City:					
1st Mortgage	100,000	7			
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7 J. & J.			
West Hoboken & Hoboken:					
1st Mortgage	60,000	7 M. & N.	1878		
West Philadelphia:					
1st Mortgage	100,000	7 J. & J.	1866		

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			
		Rate.	Payable.	WHEN PAYABLE.	Market Price.			Rate.	Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Mar. 1.											
Loan of Jan. 28, 1847.....registered	\$8,986,500	6	Jan. & July.	1867	151 1/2	New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	100 1/2
Loan of March 31, 1848.....registered	8,712,542	6	"	1868	128	" " " " " " " "	2,350,000	6	"	1874	99 1/2
Texas Indemnity, of Sep. 9, 1850.....coupon	384,000	5	"	1868	129	" " " " " " " "	500,000	6	"	1875	100 1/2
Loan of June 14, 1858.....registered	20,000,000	5	"	1874	103	" " " " " " " "	900,000	6	"	1877	100
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	103 1/2	" " " " " " " "	800,000	6	"	1878	97 1/2
Oregon War Loan of March, 1861.....coupon	1,016,000	5	"	1871	109	" " " " " " " "	909,507	5	"	1886	pleas.
Loan of Feb. 8, 1861.....registered	18,415,000	6	"	1871	111	" " " " " " " "	1,183,000	5	"	1888	100
Loan of July 17, & Aug. 5, 1861.....registered	285,332,250	6	"	1881	105	" " " " " " " "	442,960	5	"	1888	100
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	Jan. & July.	1881	109 1/2	" " " " " " " "	167,000	5	"	1871	100
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	"	1881	109 1/2	" " " " " " " "	4,600,000	5	"	1874	24
Loan of March 3, 1866 (5-20s).....registered	329,063,000	6	"	1881	109 1/2	" " " " " " " "	900,000	5	"	1875	93
Loan of March 3, 1864, (10-40s).....registered	171,069,350	6	"	1881	109 1/2	" " " " " " " "	800,000	5	"	1878	100
Pacific R. R. Bonds of currency.....registered	12,922,000	6	Jan. & July.	1881	109 1/2	North Carolina—State bonds.....coupon	9,355,500	6	Various.	1866-91	65
Treasury Notes of July 17, 1861 (7-30s).....	187,350	6	"	1881	109 1/2	" " " " " " (new).....coupon	3,500,000	6	Jan. & July.	1890-92	48 1/2
June 20, '64 & Mar. 3, '65 1st series.....	632,798,060	7.3	Feb. & Aug.	1868	106	Ohio—State Bonds.....coupon	634,653	5	Jan. & July.	1865	98
March 3, 1865.....2d series.....	14,925,339	7.3	June & Dec.	1868	105 1/2	" " " " " " " "	538,798	6	"	1860	95
Matured Debt not presented.....	18,376,180	7.2	Jan. & July.	1868	105 1/2	" " " " " " " "	379,866	6	"	1868	98
Gold Certificates of Deposit.....	141,807,830	6	At maturity.	3 y's	105 1/2	" " " " " " " "	2,183,532	6	"	1870	99 1/2
Compound Interest Notes of 1864.....	37,235,626	6	At maturity.	3 y's	105 1/2	" " " " " " " "	1,600,000	6	"	1875	101
United States Notes (greenbacks).....	29,514,722	6	At maturity.	3 y's	105 1/2	" " " " " " " "	4,095,309	6	"	1881	102
Fractional currency.....	12,500,000	6	At maturity.	3 y's	105 1/2	" " " " " " " "	2,400,000	6	"	1886	100
Navy Pension Fund.....	12,500,000	6	At maturity.	3 y's	105 1/2	" " " " " " " "	681,038	6	May & Nov.	1868-71	99 1/2
STATE SECURITIES.											
Alabama—Dollar Bonds.....coupon	2,100,000	6	May & Nov.	1877	100	Pennsylvania—State Stock.....registered	20,209,000	5	Various.	1866-90	99 1/2
" " " " " " " ".....coupon	648,000	6	Jan. & July.	1876	100	" " " " " " " ".....coupon	6,168,000	5	"	1877-82	96 1/2
" " " " " " " ".....coupon	688,000	6	"	1876	100	" " " " " " " ".....	3,000,000	6	Feb. & Aug.	1871	103
" " " " " " " ".....coupon	1,500,000	6	(in default.)	1868	119	Virginia—State Bonds.....registered	21,888,398	6	Jan. & July.	1864-98	28
Arkansas—State Bonds (issued to banks).....	3,774,000	7	Jan. & July.	1883-84	119	" " " " " " " ".....coupon	11,108,000	6	"	1860-96	39
California—Civil bonds of 1857 & '60 coupon.....	1,548,000	7	"	1882-90	101	" " " " " " " ".....	1,865,000	5	"	1872	100
Connecticut—State Bonds.....coupon	10,400,000	6	Jan. & July.	1882	101	" " " " " " " ".....registered	1,706,000	6	"	1876-98	100
" " " " " " " ".....coupon	72,000	6	"	1889	100	" " " " " " " ".....coupon	24,382,832	6	"	1892	90
Georgia—State Bonds (sterling).....coupon	2,271,760	6	Jan. & July.	1888-86	69	" " " " " " " ".....	873,513	6	"	1892	62 1/2
" " " " " " " ".....coupon	434,000	7	"	1888-86	69	Vermont—State Bonds.....	175,000	6	Various.	1877-83	100
Illinois—Canal Bonds.....registered	1,288,887	6	Jan. & July.	1870	99 1/2	" " " " " " " ".....coupon	1,650,000	6	June & Dec.	1871-78	100
" " " " " " " ".....coupon	1,758,400	6	"	1870	99 1/2	Virginia—State Bonds.....registered	21,888,398	6	Jan. & July.	1864-98	28
" " " " " " " ".....coupon	721,198	6	"	1860-79	99	" " " " " " " ".....coupon	11,108,000	6	"	1860-96	39
" " " " " " " ".....coupon	436,000	6	"	1862-79	99	" " " " " " " ".....	1,865,000	5	"	1872	100
" " " " " " " ".....coupon	229,372	6	"	1865-79	102	" " " " " " " ".....registered	1,706,000	6	"	1876-98	100
" " " " " " " ".....coupon	2,871,725	6	"	1870-79	102	" " " " " " " ".....coupon	700,000	6	"	1876-98	100
" " " " " " " ".....coupon	1,778,677	6	"	1877	100	West Virginia—State Bonds.....coupon	200,000	6	April & Oct.	1877-85	100
" " " " " " " ".....coupon	241,000	6	"	1879	100	Wisconsin—State Bonds.....coupon	641,800	6	Jan. & July.	1877-88	100
" " " " " " " ".....coupon	1,157,700	6	"	1879	97	" " " " " " " ".....certificates.....	700,000	6	April & Oct.	1882-98	100
Indiana—State Bonds.....registered	236,009	6	Jan. & July.	1866	91 1/2	CITY SECURITIES.					
" " " " " " " ".....coupon	2,058,173	24	"	1866	97	Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913	100
" " " " " " " ".....coupon	1,225,000	6	May & Nov.	1886	97	Baltimore—City Bonds.....	10,024,523	6	quarterly.	1870	97 1/2
Iowa—State Certificates.....registered	200,000	7	Jan. & July.	1886	97	" " " " " " " ".....	10,024,523	6	Jan. & July.	1870	97 1/2
" " " " " " " ".....coupon	300,000	7	"	1887	97	" " " " " " " ".....	10,024,523	6	May & Nov.	1875	99
Kansas—State Bonds.....coupon	200,000	7	"	1876-78	97	" " " " " " " ".....	10,024,523	6	Jan. & July.	1886	98 1/2
Kentucky—State Bonds.....coupon	417,000	6	"	1866-73	95 1/2	" " " " " " " ".....coupon	10,024,523	6	quarterly.	1890	98
Louisiana—State Bonds.....coupon	3,204,000	6	"	1868-72	95 1/2	Boston—Municipal Scrip.....	588,205	4	April & Oct.	1878-79	100
" " " " " " " ".....coupon	9,866,000	6	various.	1867-90	82	" " " " " " " ".....	588,205	4	Various.	1866-70	129 1/2
Maine—State Certificates.....	532,000	6	Mar. & Sept.	1883	100	" " " " " " " ".....	588,205	4	"	1871-75	125
" " " " " " " ".....coupon	4,000,000	6	Jan. & July.	1883	99	" " " " " " " ".....	588,205	4	"	1876-80	99 1/2
Maryland—State Bonds.....coupon	2,171,902	6	quarterly.	var.	82	" " " " " " " ".....	588,205	4	"	1876-80	100
" " " " " " " ".....coupon	1,727,000	6	"	1890	102	" " " " " " " ".....	588,205	4	"	1876-80	100
" " " " " " " ".....inscribed	3,192,763	6	"	1890	102	" " " " " " " ".....	588,205	4	"	1876-80	100
" " " " " " " ".....coupon	6,401,000	5	"	1890	102	Brooklyn—Municipal Bonds.....coupon	3,036,200	6	Jan. & July.	1867-71	89
Massachusetts—State Scrip.....	58,000	5	June & Dec.	1868-72	102 1/2	" " " " " " " ".....	3,036,200	6	"	1871-75	91
" " " " " " " ".....coupon	244,000	5	Jan. & July.	1870-74	100	" " " " " " " ".....	3,036,200	6	"	1876-96	90
" " " " " " " ".....coupon	375,000	5	April & Oct.	1872-74	100	" " " " " " " ".....	3,036,200	6	"	1876-96	90
" " " " " " " ".....coupon	220,000	5	May & Nov.	1880	100 1/2	Chicago—Municipal Bonds (old).....coupon	5,500,000	7	Various	1867-81	90 1/2
" " " " " " " ".....coupon	6,429,000	5	"	1884	100 1/2	" " " " " " " ".....	371,000	6	Jan. & July.	1876	98 1/2
" " " " " " " ".....coupon	297,000	6	June & Dec.	1868-77	113	" " " " " " " ".....	966,000	6	"	1885	99 1/2
" " " " " " " ".....coupon	150,000	6	April & Oct.	1868	124	" " " " " " " ".....	1,464,000	6	"	1885	99 1/2
" " " " " " " ".....coupon	1,024,006	6	Jan. & July.	1871-75	109	" " " " " " " ".....	1,184,000	7	"	1879-87	99 1/2
" " " " " " " ".....coupon	2,080,000	6	"	1876-78	111 1/2	Jersey City—Water Loan.....coupon	650,000	7	Jan. & July.	1879-81	94
" " " " " " " ".....coupon	1,083,000	6	"	1883	100	Milwaukee—Re-adjusted Bonds.....coupon	925,000	4	June & Dec.	1894	100
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	7	Jan. & July.	1868	96	New York City—Municipal Stock.....	3,478,900	6	E. M. A. & N.	1873-75	100
" " " " " " " ".....coupon	1,750,000	6	"	1873-83	96	" " " " " " " ".....	4,714,000	6	"	1876-78	100
" " " " " " " ".....coupon	100,000	6	"	1873	96	" " " " " " " ".....	1,800,000	6	"	1883	100
" " " " " " " ".....coupon	216,000	6	"	1878	96	" " " " " " " ".....	6,149,271	6	"	1887	100
" " " " " " " ".....coupon	1,122,000	7	"	1886	100	" " " " " " " ".....	275,000	6	"	1898	100
" " " " " " " ".....coupon	700,000	7	May & Nov.	1880	100	" " " " " " " ".....	402,788	5	Feb. & Aug.	1868	100
Minnesota—State Bonds.....coupon	250,000	8	Jan. & July.	1887	102	" " " " " " " ".....	150,000	5	E. M. A. & O.	1867-69	99 1/2
" " " " " " " ".....coupon	2,275,000	7	"	1883	95 1/2	" " " " " " " ".....	3,125,200	5	"	1870	94 1/2
Missouri—State Bonds (railroad).....	13,701,000	6	Jan. & July.	1871-89	95 1/2	" " " " " " " ".....	319,000	5	"	1873	94 1/2
" " " " " " (H. & St. R. R.).....	3,000,000	6	"	1872-85	50	" " " " " " " ".....	1,000,000	5	"	1874	94 1/2
" " " " " " (Pac. R. R.).....	7,000,000	6	"	1872-87	96	" " " " " " " ".....	834,700	5	"	1875	94 1/2
" " " " " " New Sinking Fund Bonds.....	7,000,000	7	"	1896	96	" " " " " " " ".....	2,016,000	5	"	1876	94 1/2
New Hampshire—State Bonds.....	585,000	6	Jan. & July.	1873-74	99 1/2	" " " " " " " ".....	2,375,000	5	"	1876	94 1/2
" " " " " " " ".....coupon	1,850,000	6	"	1883-85	99 1/2	" " " " " " " ".....	900,000	5	"	1890	88
" " " " " " " ".....Notes.....	2,306,000	8	var.	var.	99 1/2	" " " " " " " ".....	874,300	5	"	1898	87
New Jersey—State Stock.....inscribed	95,00										

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1884	150,713	164,483	166,493	194,992	200,807	265,626	295,512	355,408	401,103	357,229	363,344	328,428	3,288,492
1885	289,445	347,211	432,340	355,045	472,498	410,860	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1886	475,641	483,279	385,991	412,521	464,507	403,243	466,898	568,589	533,150	599,070	474,056	388,873	5,696,119
1887	377,552	383,874											
Chicago and Alton :													
1883	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,810	156,869	153,294	1,673,708
1884	100,991	154,418	195,803	162,723	178,786	206,080	224,257	312,185	354,554	320,879	307,803	252,015	2,770,484
1885	280,503	275,283	299,063	268,480	322,278	355,270	336,985	409,251	401,280	357,956	307,919	236,824	3,540,099
1886	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,209	322,688	360,223	323,080	271,247	3,696,153
1887	240,238												
Chicago and Rock Island :													
1883	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,396	210,729	216,030	196,435	201,134	1,959,267
1884	158,735	175,482	243,160	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1885	246,531	259,403	289,403	234,612	321,818	344,121	304,231	389,489	307,523	270,073	201,779	201,779	3,315,514
1886	241,895	183,885	257,230	167,886	264,606	290,642	224,112	310,446	396,050	422,124	331,006	232,450	3,361,331
1887	267,626	184,497											
Chicago and Northwestern :													
1883						866,100	281,334	295,169	473,186	551,122	435,945	407,653	2,811,544
1884	273,876	317,330	390,255	421,363	498,520	565,145	450,710	619,308	669,665	729,759	716,378	563,400	6,114,566
1885	451,006	499,296	685,928	585,258	747,942	702,671	707,508	948,707	921,836	749,101	584,609	468,679	7,958,950
1886	523,566	465,634	523,744	618,786	735,052	922,892	776,990	778,294	989,058	1,210,654	1,006,680	693,679	9,096,595
1887	690,522	596,743	747,391										
Chicago and Great Eastern :													
1883	33,829	33,804	38,485	40,641	37,558	38,058	30,298	50,198	51,485	61,787	51,386	60,895	628,364
1884	47,393	56,565	67,822	61,812	69,192	68,178	53,518	89,458	87,037	97,876	94,543	78,111	890,495
1885	77,778	77,242	83,450	75,514	76,774	91,977	91,075	97,146	106,289	118,610	116,294	91,564	1,103,821
1886	90,415	79,430	110,019	107,072	120,460	118,603	86,037	107,052	104,547	152,725	130,897	123,755	1,317,102
1887	95,223	77,626											
Erie :													
1882	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,006	903,859	8,400,334
1883	845,695	859,949	956,445	948,059	848,733	776,148	731,243	687,092	816,801	965,294	1,024,949	1,035,321	10,469,451
1884	954,837	1,111,508	1,069,567	1,072,388	1,041,975	994,217	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	1,234,217	13,429,643
1885	1,001,007	947,146	1,266,566	1,468,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	16,454,775
1886	1,187,188	983,865	1,070,434	1,163,295	1,101,668	1,243,143	1,203,462	1,290,330	1,411,547	1,460,251	1,417,327	1,044,008	14,686,823
1887	906,795	917,639											
Illinois Central :													
1882	190,130	236,637	181,084	191,648	206,246	269,232	261,079	352,788	414,543	410,336	372,593	269,493	2,445,827
1883	299,944	275,643	284,224	324,687	402,992	313,929	313,929	611,205	478,576	496,433	437,679	424,531	4,571,038
1884	327,900	416,588	459,792	422,797	408,572	510,100	422,578	640,179	799,236	661,391	657,141	603,402	6,229,447
1885	571,536	616,692	616,692	469,579	469,579	617,682	578,402	747,469	739,736	641,569	643,867	518,088	7,181,208
1886	603,053	595,288	595,455	411,605	569,250	567,679	480,623	578,253	571,349	661,971	588,219	504,066	6,546,741
1887	660,438	664,201											
Marietta and Cincinnati :													
1883	35,203	53,778	60,540	64,396	35,326	40,706	58,704	52,984	77,112	83,059	76,764	68,863	710,225
1884	77,010	74,409	82,901	72,389	82,993	78,697	91,809	90,972	93,078	92,546	96,909	95,453	1,038,166
1885	96,672	93,791	93,791	76,248	107,625	104,608	115,184	125,252	116,495	116,146	106,767	122,065	1,224,065
1886	90,411	85,447	84,361	81,181	96,388	103,373	98,043	106,921	104,560	118,504	112,952	123,602	1,201,239
1887	94,136	78,973											
Milwaukee and Prairie du Chien :													
1883	67,130	76,132	44,925	88,177	106,967	111,280	71,587	69,353	155,417	205,055	138,342	112,913	1,247,253
1884	102,749	115,125	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,251
1885	98,184	74,283	70,740	106,689	149,943	224,833	217,160	170,555	228,020	310,595	238,840	110,664	1,956,712
1886	121,776	84,897	72,135	108,092	267,488	262,172	170,795	116,224	160,989	245,701	244,564	98,737	1,956,900
1887	143,000	85,000											
Michigan Southern & Northern Indiana :													
1883	248,784	230,509	567,227	268,613	264,955	241,236	189,145	238,012	308,106	375,567	332,200	348,048	3,302,542
1884	256,600	304,445	323,454	330,351	267,126	315,258	278,591	368,862	402,219	407,107	448,924	411,600	4,120,152
1885	363,996	366,361	413,974	351,489	387,095	301,613	418,575	486,808	524,700	495,072	561,709	436,727	4,826,727
1886	312,846	277,234	412,393	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	339,447	4,635,717
1887	302,714	302,437											
Michigan Central :													
1882	230,159	159,658	151,902	176,696	186,039	174,002	172,189	216,024	295,956	322,339	307,474	258,634	2,650,703
1883	242,073	245,858	276,432	238,455	236,453	206,221	193,328	215,449	308,168	375,458	339,794	306,186	3,108,005
1884	252,455	278,848	348,802	338,276	271,558	265,780	283,244	346,781	408,445	410,802	405,510	378,470	3,970,940
1885	306,224	279,137	344,228	237,241	401,456	365,663	329,105	413,501	460,651	490,094	447,670	328,609	4,604,549
1886	282,433	285,793	337,168	343,737	365,198	335,083	324,996	359,645	429,160	493,640	414,694	308,669	4,260,112
1887	304,095	283,661											
Milwaukee and St. Paul :													
1884	51,955	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,108
1885	95,181	96,528	96,905	203,018	237,562	251,962	251,962	241,370	300,841	305,579	346,717	171,125	2,586,601
1886	131,707	123,401	123,967	121,583	245,622	244,376	208,785	183,815	276,416	466,359	328,539	129,287	2,588,800
1887	146,800	130,000											
New York Central :													
1882	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1883	920,272	790,167	867,590	911,397	839,126	841,165	815,512	840,450	1,079,551	1,041,622	1,045,101	1,167,818	11,969,535
1884	921,831	963,537	1,004,435	1,029,736	1,055,793	1,055,793	1,273,117	1,450,078	1,237,113	1,157,505	1,118,929	1,187,929	13,567,709
1885	957,869	613,361	955,659	1,246,734	1,256,521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,539	1,486,356	1,117,553	14,576,128
1886	1,083,200	895,587	1,135,745	1,190,491	1,170,415	1,054,533	1,135,461	1,285,911	1,480,929				
Ohio and Mississippi :													
1884	210,329	209,466	309,261	263,442	224,957	223,242	268,176	302,696					

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.	
			When payable.	Where payable.						When payable.	Where payable.			
Alabama and Florida:							Chicago and Milwaukee:							
Mortgage	\$300,000	7			1887		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	85	
Conv. (guar. by Dir.)	150,000	7			1883		Chicago and Great Eastern:							
Alabama and Tenn. Rivers:							1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	59	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:							
2d Mortgage	225,705	8			1884		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100	
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.		
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:							
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92	
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	86	
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	88	
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Consolidated Sinking Fund	943,000	7	F. M. A. & N.	"	1915	50	
2d Mortgage	774,700	7	April & Oct.	"	1881	76	Equipment Bonds	270,483	7	Jan. & July.	"	1874		
1st Mortgage, Penn.	2,324,900	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88	
2d Mortgage	913,500	7	Jan. & July.	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"			
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:							
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	92	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100	
1st Mortgage, Buffalo Ext'n	1,492,000	7	Feb. & Aug.	"	1884	100	2d Mortgage	1,250,000	7	May & Nov.	"	1880	90	
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati and Zanesville:							
Consolidated Bonds	16,335,500	7	Quarterly.	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1883		
Atlantic and St. Lawrence:							Cleveland and Mahoning:							
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	90	2d Mortgage	587,000	8	March & Sept.	"	1876		
City of Portland Loan (Coups.)	1,000,000	6	Various	N. Y., P. & Bos.	1888-70		Hubbard Branch	105,600	7					
Baltimore and Ohio:							Clev., Painesville and Ashtabula:							
Maryland Sterling Bds of 1885	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1888		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100	
Mortgage Coupon	1,862,000	6	April & Oct.	Baltimore.	1885	97	Dividend Mortgage	1,000,000	7			1880		
" " " 1880	628,500	8	Jan. & July.	"	1880	07	Cleveland and Pittsburg:							
" " " 1885	1,024,750	6	Jan. & July.	"	1875	97	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	94	
" " " 1884	916,280	6	Ja. Ap. Ju. Oc.	"	1867	100	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	90	
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	92	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	75	
Bay de Noquet and Marquette:							River Line bonds	4,000	7			1887		
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725						
Bellefontaine and Indiana:							Income bonds	3,500						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-99	90	Clev., Columbus and Cin.:							
2d Mortgage	455,000	7	"	"	1870	82	1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	1864-90		
Income bonds	87,000				1870		Cleveland and Toledo:							
Boliver Delaware:							Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867		
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85	Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872		
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	84	C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	97	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1871		C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870		
Boston Concord and Montreal:							C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	102	
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:							
1st Mortgage	300,000	7	"	New York.	1865		Dividend	38,650		June & Dec.	New York.	1866		
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97	Mortgage	245,000						
2d Mortgage Coupons	250,000	7	"	New York.	1870	99	Connecticut River:							
Sinking Fund	386,000	6	"	Boston.	1889	95	Mortgage	250,000	6	March & Sept.	Boston.	1878	96	
Boston and Lowell:							Connecticut and Passump. Rivers:							
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100	1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95	
"	200,000	6	"	"	1879	98	Cumberland Valley:							
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904		
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	2d Mortgage	109,500	8	"	"	1904		
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	Dayton and Michigan:							
Buffalo and State Line:							1st Mortgage	285,000	7	Jan. & July.	New York.	1867	93	
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	2,622,000	7	"	"	1881	87	
Income in '99, in '72	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000	7	"	"			
Special Erie and North-East	140,000	7	"	"	61-70		Toledo depot bonds	169,500	7					
Burlington and Missouri:							Funded Interest	34,250	7					
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870		Dayton and Western:							
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50	
Old Road bonds	121,100	7	"	"	93-80		2d Mortgage	250,000	7	June & Dec.	"	"	40	
Camden and Amboy:							Delaware:							
English debt (S. F.) £380,650	1,841,862	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	50	
American Loan	2,535	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1875		
Loan for \$500,000	210,800	6	"	"	1867	100	State Loan	170,000	6	"	"	1876		
" " \$800,000	338,040	6	"	"	1870	93	Delaware, Lackawanna and W'n:							
" " \$675,000	675,000	6	"	"	1875	91	1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	91	
" " \$1,700,000	1,700,000	6	Feb. Aug.	"	1883	89	1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	"	1875	101	
" " \$2,500,000	867,000	6	May Nov.	"	1889	89	2d Mortgage	2,516,500		March & Sept.	"	"	1881	101
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1893	95	Des Moines Valley:							
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100	
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Philadelphia.	1872	85	Income	348,000	7	Jan. & July.	"	1884	80	
2d Mortgage	493,000	7	April & Oct.	"	1879	71	Detroit and Milwaukee:							
Catawba:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1866		
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1863		
1st Mortgage	300,000	7	Jan. & July.	New York.	1866		4th Mortgage (G. W. R. R.)	500,000	3	"	"			
Central of New Jersey:							Dubuque and Sioux City:							
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	101	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79	
2d Mortgage	900,000	7	May & Nov.	"	1875	100	Construction bonds, 2d Div'n	66,000						
Central Ohio:							Eastern (Mass.):							
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	98	
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96	
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	"	66-71	
1st Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6	"	"	1876		
2d Mortgage (S. F.)	1,285,800	7	"	"	1875	50	East Tennessee and Georgia:							
Income	1,192,200	7	Jan. & July.	"	67-60		Endorsed by State of Tennessee	139,480						
Charleston and Savannah:							Mortgage (ordinary)	780,480						
1st Mortgage (endorsed)	510,000	6					East Tennessee and Virginia:							
2d Mortgage	1,000,000	7					Endorsed by State of Tennessee	200,000						
Cheshire:							1st Mortgage (after State)	100,000						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	94	Redeemable in Stock	66,963						
Chicago, Burlington & Quincy:							Eaton and Hamilton:							
Trust Mort. S. F., convertible	356,000													

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.							Memphis and Charleston						
Internal Improvement (State)	\$300,000	7			1891		State [Tenn.] Loan	\$1,691,990	6	Jan. & July	New York	1880	
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage	1,254,000	7	May & Nov.	"		
Galena and Chicago Union:							Michigan Central:						
1st Mortgage Coupon	1,063,000	7	Feb. & Aug.	New York	1882	98 1/2	1st Mortgage Sterling	467,489	6	Jan. & July	London	1872	
2d Mortgage (S. F.) Coupon	1,068,000	7	May & Nov.	"	1875	99 1/2	1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1889	
Elgin and State Line	189,000	7	Jan. & July	"	1879		1st Mortgage (convert.) Dollar	1,995,500	8	"	N.Y. & Boston	1879	102
Mississippi River Bridge	200,000	7	Jan. & July	"	1884		1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	"	1882	107
Great Western, Ill.:							1st Mortgage (S. F.) convertible	4,253,500	8	"	"	1882	107
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York	1883	108	Mich. Southern and N'n Indiana:						
" Eastern	2,350,000	7	Feb. & Aug.	"	1865	102 1/2	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York	1861	
Hannibal and St. Joseph:							Erie and Kalamazoo	37,000	7	March & Sept.	"	1862	
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July	New York	72-78	80	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	
Land Security	3,344.50	7	April & Oct.	"	1881	92	Goshen Air Line	651,000	7	"	"	1868	95
Convertible Bonds	822,000	7	Jan. & July	"	1883	97	Detroit and Toledo	734,000	7	"	"	1876	88
Harrisburg and Lancaster:							1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1885	99 1/2
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia	1883	100	2d General Mortgage	2,253,500	7	"	"	1877	93
Hartford and New Haven:							Milwaukee and St. Paul:						
1st Mortgage	927,000	6	Feb. & Aug.	New York	1883	99	1st Mortgage	4,593,000	7	Feb. & Aug.	New York	1886	85
Housatonic:							2d Mortgage	1,500,500	7	April & Oct.	"	1884	82
1st Mortgage	202,500	6	Jan. & July	Bridgeport	1877		Real Estate Purchase	135,500				1874	
Houston and Texas Central:							Milwaukee and Prairie du Chien:						
State (1st Lien) Loan	210,000						1st Mortgage (coupon)	390,500	7	Jan. & July	New York	1891	96
Mortgage	125,000	7			1886		Minnesota and Pacific						
Hudson River:							Real Estate	1,200,000	7	Jan. & July		1892	61
1st Mortgage	4,000,000	7	Feb. & Aug.	New York	69-70	101 1/2	Mississippi Central:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1886	101 1/2	1st Mortgage	1,007,203	7				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	99	Mississippi Central and Tenn.:						
Convertible	1,002,000	7	"	"	1867	100 1/2	State (Tenn.) Loan	522,000	6				
Illinois Central:							Mississippi and Missouri:						
Optional Right Bonds	28,000	7	Jan. & July	New York	1888		1st Mortgage (convertible)	1,000,000	7		New York		
Construction	6,688,500	7	April & Oct.	London	1875		2d Mortgage (S. F.)	400,000	8		"		
Construction	2,523,000	6	"	New York	1875	109	Oskaloosa Division	688,556	7	Jan. & July	"	1875	
Redemption bonds	2,563,000	6	"	"	1890		1st Land Grant	3,612,000	7		"		
Sterling Redemption bonds	358,500	7	"	London	1875		2d Land Grant	691,000			"		
Indiana Central:							Income Bonds	513,300					
1st Mortgage (convertible)	600,000	7	Jan. & July	New York	1886		Mississippi and Tennessee:						
2d Mortgage	264,000	10	"	"		100	Tennessee State Loan	98,000	6			1885	
Income	20,500						Mississippi State Loan	202,099	6				
Indianapolis and Cincinnati:							1st Mortgage	171,000	7			1876	
1st Mortgage	500,000	7	Jan. & July	New York	1886	106	Mobile and Ohio:						
2d Mortgage	400,000	7	"	"	1882	100	Tennessee State Bonds	1,099,160	6	Jan. & July	New York	1882	
Real Estate Mortgage	200,000	7	"	"	1883	68	Sterling (1st mort.) Bonds	4,187,000	8	"	London		
Ind., Pittsburg and Cleveland:							"			"	Mobile		
1st Mortgage	650,000	7	Jan. & July	New York	1870		Income Bonds of 1881	148,200	8	"	N. Y. & Mob.	1861	
2d Mortgage	347,000	7	"	"			"	1862-87	625,700	8	"	Mobile	62-66
Indianapolis and Madison:							"	ten years	75,342	8	"		
Mortgage	640,000	7	May & Nov.	New York	1881	85	Montgomery and West Point:						
Jeffersonville:							Mortgage (due 1880, '83 and '85)	350,000	6			var.	
1st Mortgage	187,000	7	March & Sept.	New York	1861	85	Mortgage	450,000	8			1866	
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Morris and Essex:						
Joliet and Chicago:							1st Mortgage (S. F.)	6,000,000	7	May & Nov.	New York	1915	96
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York	1883		2d Mortgage	616,950	7				
Joliet and N. Indiana:							Muscogee:						
1st Mortgage (guar.)	800,000	8	Jan. & July	New York	1874	105	1st Mortgage	249,000	7				
Kennebec and Portland:							Nashville and Chattanooga:						
1st Mortgage (City and Town)	500,000	6	April & Oct.	Boston	1870		Mortgage (State endorsed)	1,500,000					
2d Mortgage	230,000	6	"	Augusta	1861		Chat. and Ulev. Subsc. (endors.)	231,000					
*Kentucky Centr. (Cov. and Lex.)							*New Albany and Salem:						
1st Mortgage	165,000	6					1st Mortgage	2,235,000	6				
1st Mortgage	260,000	7					N. Hav., N. Lond. and Stonington:						
2d Mortgage (convertible)	1,006,000	7					2d Mortgage	200,000	6	Jan. & July	New Haven	1868	
3d Mortgage	600,000	7					Extension	116,000	6	May & Nov.	"	1878	98
Guaranteed by Covington	200,000	6					New Haven and Northampton:						
La Crosse, Viroqua & Mineral Pt.:							1st Mortgage	500,000	7	Jan. & July	New Haven	1869	
1st Mortgage	4,000,000	7	June & Dec.	New York	1888		1st Mortgage (H. & Hamp.)	103,000	6		"		
Lehigh Valley:							New Jersey:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia	1873	95 1/2	Company's (various)	865,000	6	Semi-ann'ly	New York	var.	
La Crosse and Milwaukee:							New London Northern:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee	1872		1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Lackawanna and Bloomsburg:							Extension Bonds	72,300	6	March & Sept.	"	1886	
1st Mortgage	2,024,578	7	Jan. & July	Philadelphia	1881		N. Orleans, Jackson and Gt. North:						
Lexington and Frankfort:							1st Mortgage Coupon	2,741,000	8	Jan. & July	New York	1886	
Mortgage, due 1869 and '74	79,000	6		Lexington	69-74		2d Mortgage Bonds	241,000					
Little Miami:							N. Orleans, Opelous. and Gt. West:						
Mortgage (coupon)	1,700,000	6	May & Nov.	New York	1883	100	Louisiana State Loan	650,000	6				
Long Island:							New Orleans City Subscription	1,500,000	6				
State Loan (S. F.)	100,000	6	Jan. & July	New York	1876	91	1st Mort. Construction	1,780,000	8			1889	
2d Mortgage	600,000	6	"	"	1870		New York Central:						
Extension Bonds	175,000	7	May & Nov.	"	1890		Premium [S. F.] Bonds	6,450,429	6	May & Nov.	New York	1883	95
Long Dock Co.:							Dlts of former Co's outstanding	100,000					
Mortgage Bonds	2,007,000	7	June & Dec.	New York	1882	98	Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug.	"	1876	
Louisville and Frankfort:							Exchanged St'ks [S. F.] Bds.	606,000	6	May & Nov.	"	1883	
Louisville Loan	100,000	6	Jan. & July	New York	1881		" [B & N. F.]	77,000	6	"	"	1883	
1st Mortgage	145,000	6	"	"	67-78		Real Estate [S. F.] Bonds	165,000	6	"	"	1883	
Louisville and Nashville:							Real Estate Bonds & Mortgages	139,815	6	var.	"	var.	
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York	67-77		45,360				"	1883	
Lebanon Branch 1st Mortgage	1,000				1866		Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	"	1876	
Memphis Branch 1st Mortgage	281,000	7	"	"	70-75		Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	1887	118
Bardonia and Louisville	30,000	7			1870		New York and Erie:						
City of Louisville bonds	1,137,000				86-87		1st Mortgage	3,000,000	7	May & Nov.	New York	1897	102 1/2
Maine Central:							2d Mortgage	4,000,000	7	March & Sept.	"	1879	100 1/2
Loan \$1,100,000	1,092,900	6			80-81		3d Mortgage	6,000,000	7	"	"	1883	97
Loan \$400,000	314,100	6			70-71		4th Mortgage	4,441,000	7	April & Oct.	"	1880	91
McMinnville and Manchester:							5th Mortgage	928,500	7	June & Dec.	"	1888	92 1/2
State [Tenn.]	372,000	6					Buffalo Branch	186,400	7	Jan. & July	"	1891	88
Mortgage	24,000	7					Sterling Bonds	3,810,502			London	1876	
Marietta and Cincinnati:							New York and Harlem:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York	1891	81	1st Mortgage	3,000,000	7	May & Nov.	New York	1873	101 1/2
1st Mortgage Sterling	1,000,000	7	"	"	1891		Consolidated	1,000,000	7	Feb. & Aug.	"	1876	100
Soloto & Hocking Val. R. mort.	300,000						3d Mortgage	990,300	7	Jan. & July	"	1867	98
Memphis, Clarkesv. and Louisv.:							New York and New Haven:						
State [Tenn.] Loan	910,000	6					Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York	1875	98
Memphis and Ohio							N. York, Providence and Boston:						
State [Tenn.] Loan	1,340,000	6					1st Mortgage	500,000	6	Feb. & Aug.	New York	73-75	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875-76	
North-Eastern (S. C.):							Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000						Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	224,500						Richmond and Petersburg:						
Northern Central:							Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Rutland and Burlington:						
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	125
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	2d Mortgage	987,500	7	"	"	1863	67 1/2
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	82 1/2	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Chattel Mortgage	880,000	10	"	"	1887	118	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	1st Mortgage	981,000	7	Feb. & Aug.		1900	75 1/2
Norwich and Worcester:							2d Mortgage	16,000	7	"		1898	
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		3d Mortgage	148,000	7	"		1876	
Bonds for Dividend Scrip	50,000	7	"	New York.	1874-75		Six per cents	73,972	6	"		1878	
Steamboat Bonds	90,000	7	Feb. & Aug.	"	1873-70		Sandusky, Mansfield and Newark:						
Ohio and Mississippi:							1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
1st Mortgage—Eastern Division	2,000,000	7	Jan. & July.	New York.	1872	87	Saratoga and Whitehall:						
1st Mortgage—Western	860,000	7	"	"	1872		1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1858	
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1856	
Orange and Alexandria:							Seaboard and Roanoke:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		1st Mortgage	800,000	7	"		1880	
2d Mortgage or 1st Extension	1,110,600	6	Jan. & July.	"	1875		2d Mortgage	75,000	7	"		1870	
2d Extension	670,000	8	May & Nov.	"	1873		South Carolina:						
Ogdensburg & Lake Champlain:							State Loan	187,000	6	"		1868	
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	93	Domestic Bonds	283,600	6	Jan. & July.		1873-74	
2d Mortgage (now stock)						71	Domestic Bonds	644,500	7	April & Oct.		1879-81	
Oswego and Syracuse:							Steril. Skg. rd. bds after Jan. 1, 1870	286,111	5	Jan. & July.	London.	1880	
1st Mortgage	225,000			Oswego.	1870-80		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
Construction Main Line	1,500,000	6	Jan. & July.	"			South-Western (Ga.):						
Panama:							1st Mortgage	437,500				1875	
1st Mortgage Sterling	418,000	7	April & Oct.	London.	1870	101 1/2	South-West Pacific:						
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Mortgage	2,700,000					
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		Stouenou and Ind. (P. C. and C.):						
Peninsula:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	1,029,000	7	March & Sept.	New York.	1868	75 1/2	Sunbury and Erie:						
Pennsylvania:							1st Mort. (Sunbury to Wm'spt)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99 1/2	Syracuse, Binghamton and N. Y.:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95 1/2	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
2d Mortgage Sterling	2,283,840	6	"	London.	1875		St. Louis, Alton & Terre Haute:						
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
Penobscot and Kennebec:							" (series B)	1,100,000	7	April & Oct.	"	1894	
Bangor City 1st Mort. (Coupon)	651,000	6	April & Oct.	Boston.	1874-75		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		" (series D)	1,400,000	7	May & Nov.	"	1894	
Petersburg and Lynchburg (S. Side):							" Income (series E)	1,700,000	7	"	"	1894	75
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.			St. Paul and Pacific 1st Division:						
1st Mortgage (70-75)	300,000	6	Jan. & July.	Petersburg.	1870-75		1st Mortgage (10 miles)	120,000	8	Jan. & July.		1892	
2d Mortgage (1862-70-72)	314,900	6	"	"	1872-75		1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	March & Sept.		1892	
Special Mortgage (1865-68)	175,000	6	"	"	1865-68		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Last Mortgage (1873 to 1869)	42,000	8	"	"	1863-69		Toledo, Peoria & Warsaw:						
Phila., Germantown and Norristown:							1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	77
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Toledo and Wabash:						
Convertible Loan	292,500	6	"	"	1885		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1895	88
Philadelphia and Reading:							1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1895	
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	79
" 1836	132,400	5	"	"	1880		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1849	2,695,600	6	April & Oct.	"	1870	98 1/2	Sinking Fund Bonds	152,355	7	"		86	
" 1861	106,000	6	Jan. & July.	"	1871	92 1/2	Equipment bonds	600,000	7	"		68	
" 1843	1,525,800	6	"	"	1880	91 1/2	Vermont Central:						
" 1844	804,000	6	"	"	1880	91	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110 1/2
" 1843	101,000	6	"	"	1880	91	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
" 1849	67,000	6	"	"	1880	91	Vermont and Massachusetts:						
" 1867, (convertible)	415,500	6	"	"	1886	104 1/2	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95 1/2
" 1866	60,000	7	"	"	1886		Vermont Valley:						
Phila., Wilmington and Baltimore:							1st Mortgage	336,000	7	April & Oct.		1890	
Mortgage Loan	400,000	6	Jan. & July.	Philadelphia.	1884	98 1/2	1st Mortgage	114,000	6	"		1890	
Pittsburg and Connelleville:							2d Mortgage	293,200	7	"		1859	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	Virginia Central:						
Pittsburg, Ft. Wayne and Chicago:							Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1860	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102	Mortgage (coupons)	206,500	5	"	Richm'd	1872	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Mortgage (coupons)	983,000	6	"	New York.	1884	
" (series C)	875,000	7	Mar. & Sept.	"	1912		State Loan 1856-60	210,000	6	"	Richmond		
" (series D)	875,000	7	April & Oct.	"	1912		Coupon bonds of 1865	33,000	8	"	"	1876	
" (series E)	875,000	7	May & Nov.	"	1912		Funding Interest bonds	83,125	8	"	"	1870-77	
" (series F)	875,000	7	June & Dec.	"	1912		Dividend bonds	122,613	6	"	"	1865-75	
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	94 1/2	Bonds not secured by mort.	61,554	6	"	"	due	
" (series H)	860,000	7	Feb. & Aug.	"	1912		Virginia and Tennessee:						
" (series I)	860,000	7	Mar. & Sept.	"	1912		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
" (series J)	860,000	7	April & Oct.	"	1912		1st Mortgage	500,000	6	"	New York.	1872	
" (series K)	860,000	7	May & Nov.	"	1912		2d or Enlarged Mortgage	1,000,000	6	"	"	1894	
" (series L)	860,000	7	June & Dec.	"	1912		Salt Works Br. Mort. due '88-'91	203,000	6	"	Lynchburg.	var.	
3d Mortgage	2,000,000	7	April	"	1912	85	Warren (N. J.):						
Bridge Bonds	184,500	7	May & Nov.	Philadelphia.	1876		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1876	
Pittsburg and Steubenville:							Warwick Valley, N. Y.:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	75	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
Potomac and Waterdown:							Watertown and Rome:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1864-74		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Quincy and Chicago							Western (Mass.):						
1st Mortgage	1,230,000						Sterling (£899,900)	4,319,520	5	April & Oct.	London.	1868-71	
Racine and Mississippi							Dollar Bonds	950,000	6	"	Boston.	1876	100 1/2
1st Mortgage (Eastern Division)	680,000	8		New York.	1873		West Jersey:						
1st Mortgage (West'n Division)	757,000	8		"	1873	88	1st Mortgage	229,000	7		Philadelphia.	1883	
Raleigh and Gaston:							2d Mortgage	772,000	7		"	1896	
"	100,000						Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888		2d Mortgage	200,000	7	"	"	1872	
2d Mortgage	250,000	7	"	"	1888		Wilmington and Weldon:						
Equipment Bonds	208,900	7	"	"	1876		Mortgage, payable in England	443,555	6	Jan. & July.	London.	1883	
Richmond, Fred. and Potomac:							Sterling, issued in 1868	144,500	6	"		1895	
Sterling (£67,000)	324,000	6			1860		Company's endorsed by State	180,000	6	"		1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2d Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.			Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.				Gross.	Net.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.			
ALABAMA.																						
30 Jun. '60	65.0	—	—	—	50.6	—	—	Alabama and Florida	1,451,736	—	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,866	—	—	
28 Feb. '59	30.3	—	—	—	58.1	2	2	Alabama and Mississippi	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	—	66,791	31,552	—	—	
31 May '60	109.6	—	—	—	57.8	11	9	Ala. and Tennessee Rivers	2,291,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—	
30 Jun. '60	57.0	—	—	—	171.3	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	1,500,000	57.0	236,791	76,778	21,006	—	—	
31 Dec. '65	469.3	13.5	—	—	49.4	21	20	Mobile and Ohio	9,258,002	2,189,562	—	3,615,400	7,361,831	1,691,391	17,922,359	482.5	8 mos.	1,321,847	642,499	6	—	
29 Feb. '60	88.6	23.4	—	—	23	14	238	Montgomery and West Point	1,888,713	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	—	506,166	260,269	6	—	
ARKANSAS.																						
2 Nov. '58	38.5	—	—	—	107.5	—	—	Memphis and Little Rock	553,377	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	
CALIFORNIA.																						
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,694	—	—	
CONNECTICUT.																						
31 July '65	23.8	—	—	—	1.9	6	5	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	345,798	23.8	53,855	108,232	26,240	3	—	
31 Jan. '66	122.4	—	—	—	17.7	75.1	20	310	Hartford, Provid. and Housatonic	3,902,556	302,511	—	2,037,940	1,866,740	—	3,902,556	122.4	319,433	644,725	168,149	—	
30 Nov. '60	61.4	10.2	—	—	66.9	25	42	434	Hartford and New Haven	3,129,047	—	3,129,047	3,000,000	927,000	—	3,927,000	75.2	—	1,591,804	633,483	12	
31 Dec. '65	74.0	—	—	—	8.9	10	12	261	Housatonic	2,439,775	—	347,919	2,000,000	292,500	160,848	2,787,594	124.0	192,989	478,095	63,463	—	
31 Dec. '65	57.0	—	—	—	2.0	8	11	188	Naugatuck	1,465,639	—	—	1,000,000	295,000	34,068	1,465,639	62.0	159,074	419,460	138,922	10	
28 Feb. '60	60.0	—	—	—	2.8	8	10	30	N. Haven, N. London and Ston.	1,454,040	—	—	1,234,100	766,000	—	1,454,040	62.0	—	67,148	loss	—	
30 Nov. '60	85.0	8.8	—	—	4	3	22	22	New Haven and Northampton	2,379,606	—	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,566	loss	—	
30 Nov. '60	100.0	—	—	—	14	16	160	160	New London Northern	658,805	—	—	895,000	353,283	122,500	1,370,785	100.0	228,845	332,570	58,064	8	
31 Mar. '66	61.3	1.0	—	—	63.8	34	77	412	New York and New Haven	4,656,302	970,220	855,456	6,000,000	2,000,000	140,785	8,081,181	117.4	629,209	1,582,212	549,834	9	
30 Nov. '66	69.4	7.0	—	—	19	19	456	—	Norwich and Worcester	2,468,983	149,711	666,663	2,533,600	656,000	6,112	3,390,357	66.4	366,149	750,378	260,528	10	
DELAWARE.																						
31 Oct. '60	84.3	—	—	—	10.7	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,634	84.3	136,631	138,970	41,460	—	—	
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	—	5,024	749,544	5.0	—	27,253	10,290	9	
FLORIDA.																						
30 Apr. '60	154.2	—	—	—	150	—	—	Florida	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	—	7,857	3,586	—	—	
30 Apr. '60	32.0	—	—	—	3.0	13.0	3	1	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	
30 Apr. '60	69.9	—	—	—	8.0	—	—	Flo., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Apr. '60	100.0	8.9	—	—	10.0	153.5	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	
GEORGIA.																						
30 Jun. '66	63.7	—	—	—	8.7	70.9	—	85	Atlanta and West Point	1,200,079	—	96,462	1,232,100	36,500	22,721	1,296,541	36.7	—	415,411	54,048	4	
30 Apr. '66	122.6	—	—	—	—	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '60	63.0	—	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	753,700	129,500	—	1,032,200	53.0	—	168,988	95,612	—	
30 Apr. '60	43.5	—	—	—	23.7	—	—	—	Brunswick and Florida	755,000	—	—	151,887	—	—	755,000	31.0	—	—	—	—	
30 Nov. '60	191.0	—	—	—	53	62	697	—	Central of Georgia (and Bank)	4,366,800	—	—	4,366,800	—	—	4,366,800	122.0	—	1,715,025	764,574	10	
31 Mar. '60	171.0	61.0	—	—	—	—	—	—	Georgia (and Bank)	4,156,000	1,003,650	—	4,156,000	312,500	—	4,156,000	122.0	—	1,159,188	628,043	8	
30 Nov. '60	102.5	—	—	—	19	16	171	—	Macon and Western	1,500,000	—	—	1,500,000	—	—	1,500,000	122.0	—	404,618	212,376	19	
31 July '59	60.0	—	—	—	7	2	107	—	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	102.5	—	202,714	110,510	8	
1 May '58	63.1	—	—	—	8	4	33	—	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	856,546	343,802	—	
31 July '66	106.1	100.8	—	—	22	20	230	—	South Western	3,350,605	411,373	34,173	3,203,400	437,500	12,532	4,808,553	228.8	264,524	856,546	343,802	—	
30 Sep. '60	138.0	—	—	—	52	24	705	—	Western and Atlantic	5,901,497	—	—	—	—	—	5,901,497	138.0	—	832,348	484,541	—	
ILLINOIS.																						
31 Dec. '66	250.0	—	—	—	87	32	1,098	—	Chicago and Alton	10,118,522	—	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	84	
30 Apr. '66	317.0	83.0	—	—	111	54	2,142	—	Chicago, Burlington and Quincy	12,777,562	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,560	6,175,553	2,799,436	31	
31 May '66	242.0	688.0	—	—	164	94	3,145	—	Chicago and Northwestern	37,323,791	—	2,856,680	26,155,641	12,020,483	825,398	39,680,452	930.0	—	6,820,760	1,802,272	—	
31 Mar. '66	181.8	—	—	—	65	71	1,305	—	Chicago and Rock Island	8,050,182	—	—	6,000,000	1,448,000	—	8,050,182	124.0	—	1,354,236	1,412,781	10	
31 May '66	174.5	5.5	—	—	21	22	504	—	Great Western	4,039,561	—	—	1,048,561	2,350,000	—	4,039,561	124.0	—	742,097	377,470	—	
31 Dec. '66	145.8	262.5	—	—	150	83	3,546	—	Illinois Central	20,954,453	—	10,523,235	23,415,780	12,144,000	—	41,478,280	708.3	8,603,862	6,546,741	2,175,447	—	
31 Dec. '66	118.0	—	—	—	112	15	6	284	Toledo, Peoria & Warsaw	4,353,321	525,000	92,307	3,104,354	1,800,000	114,962	4,970,331	111.0	—	580,393	250,169	—	
31 Dec. '66	195.0	14	—	—	46	30	1,002	—	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	209.0	—	2,240,744	488,558	—	
INDIANA.																						
31 Aug. '65	122.0	—	—	—	41	23	765	—	Chicago and Great Eastern	—	—	—	4,390,000	5,600,000	—	—	—	—	—	—	—	
30 Apr. '66	122.0	—	—	—	14	10	187	—	Evansville and Crawfordsville	2,512,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	
31 Dec. '62	72.4	—	—	—	19	17	296	—	Indiana Central	1,667,039	274,081	26,641	1,311,050	1,254,500	15,900	2,102,761	109.0	—	442,993	188,541	—	
31 Dec. '65	89.8	20.2	—	—	23	19	313	—	Indianapolis and Cincinnati	2,497,962	540,043	25,639	1,689,900	1,362,284	104,689	3,458,108	110.0	—	488,858	230,834	—	
31 Dec. '64	84.0	—	—	—	15	14	201	—	Ind. Pittsburg and Cleveland	2,735,556	—	240,232	1,972,000	997,000	106,579	2,975,878	84.0	334,589	771,762	307,832	—	
1 Dec. '62	78.0	—	—	—	15	14	201	—	Jeffersonville and Madison	1,549,518	—	—	1,515,907	621,000	—	1,515,907	108.0	—	527,560	208,156	—	
31 Mar. '64	86.0	45.0	—	—	17	10	263	—	Indianapolis and Madison	1,454,347	—	—	819,900	640,000	—	1,538,763	132.0	—	315,172	117,941	—	
31 Dec. '66	118.0	—	—	—	112	15	6	284	Louisv. N. Albany & Chicago	6,000,000	—	—	2,800,000	3,000,000	2,000,000	6,000,000	285.0	—	645,827	371,400	—	
30 Nov. '65	73.0	—	—	—	26	23	564	—	Terre Haute and Indianapolis	1,988,160	—	967,278	1,928,150	60,000	218,000	2,965,428	73.0	411,275	1,248,726	596,071	12	
IOWA.																						
30 Apr. '66	75.5	—	—	—	176.5	11	8	276	Burlington and Missouri River	3,215,917	—	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	
31 Dec. '66	142.5	—	—	—	176.0	16	9	211	Dubuque and Sioux City	5,267,043	—	172,140	3,623,123	960,000	653,966	5,429,308	165.5	319,890	805,271	237,861	—	
1 Jun. '66	38.5	—	—	—	101.3	4	4	64	Keok. Ft. Des Moines & Minn.	1,037,876	82,499	—	921,449	670,000	—	921,449	38.5	11 mo's.	453,821	21,566	—	
30 Jun. '66	135.0	96.0	—	—	312.0	—	—	—	Mississippi and Missouri	10,716,562	—	—	3,452,300	7,145,252	118,							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of shares.
					Engines.	Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.					
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.		
MAINE.																						
30 Nov. '92	55.0	—	—	—	8	4	74	Androscoggin	1,050,000	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—	—	
30 Jun. '96	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	—	2,494,900	3,471,560	1,985,870	7,962,830	149.0	878,873	1,116,113	177,878	—	—	45	
31 Dec. '95	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	530,816	97,709	—	—	—	
31 May, '95	99.7	9.5	—	—	15	15	233	Maine Central	4,212,201	—	1,447,090	2,733,800	1,059,707	4,301,487	109.2	171,568	489,592	219,302	—	—	—	
31 May, '95	61.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	100,000	1,500,000	—	1,690,004	51.3	161,056	450,222	236,787	6	101	—	
MARYLAND.																						
30 Sep. '94	279.8	7.2	—	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,889,996	16,151,992	9,420,580	10,222,968	39,683,113	288.5	3,408,370	5,577,692	5,307,183	10	117	
30 Sep. '94	30.0	—	—	—	—	—	—	Washington Branch	1,650,000	—	—	—	—	—	—	—	894,451	2,342,162	—	—	127	
31 Dec. '95	138.0	4.0	25.0	—	60	55	—	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,441	261.0	1,642,015	3,315,510	1,328,798	8	45	
MASSACHUSETTS.																						
30 Nov. '96	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,596	—	11,877,000	8,201,350	47,980	20,126,330	94.9	118,400	84,579	—	—	12	
30 Nov. '96	29.3	1.8	18.8	—	26	41	554	Boston and Lowell	2,486,434	183,345	521,732	1,890,000	640,000	75,297	3,170,511	70.9	480,178	999,992	176,288	8	118	
30 Nov. '96	74.3	8.8	50.4	—	38	50	744	Boston and Maine	3,985,547	446,557	581,266	4,076,974	—	—	6,010,730	164.3	776,454	1,575,828	498,499	10	151	
30 Nov. '96	47.0	7.0	49.0	—	30	30	200	Boston and Providence	3,152,560	207,400	55,705.1	3,360,000	15,000	—	3,917,052	61.8	441,186	1,190,784	384,644	10	132	
30 Nov. '96	44.6	24.0	62.6	—	26	68	836	Boston and Worcester	4,062,584	437,416	1,259,810	4,800,000	—	401,519	5,769,810	83.6	729,470	1,914,729	490,201	10	143	
30 Nov. '96	46.0	1.1	2.7	—	7	17	—	Cape Cod Branch (par 60)	907,460	123,865	61,983	712,928	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8	64	
30 Nov. '96	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,156	189,516	300,144	1,650,000	250,000	594	2,237,115	53.4	255,558	617,143	177,322	8	108	
30 Nov. '96	44.1	50.4	33.1	—	38	82	679	Eastern	4,452,999	506,090	467,611	3,558,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	107	
30 Nov. '96	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,646,000	—	—	4,066,739	23.5	477,100	1,107,444	247,247	7	117	
30 Nov. '96	11.0	—	—	—	2	4	40	Fitchburg and Worcester	254,774	40,222	—	247,500	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	—	
30 Nov. '96	12.4	—	—	—	2	4	40	Lowell and Lawrence	322,583	80,275	7,027	200,000	75,000	3,568	370,155	(Op. by B. & O.)	215,791	441,594	90,996	8	—	
30 Nov. '96	14.5	—	—	—	11	13	219	Nashua and Lowell	558,919	96,684	114,825	600,000	—	25,600	773,226	41.5	215,791	441,594	90,996	8	125	
30 Nov. '96	20.1	1.2	1.2	—	4	10	70	New Bedford and Taunton	453,592	46,018	184,000	500,000	184,000	—	684,000	88.7	72,492	259,107	71,332	9	101	
30 Nov. '96	139.5	10.5	80.5	—	32	74	631	Old Colony and Newport	6,696,571	334,503	—	4,843,300	2,141,000	358,060	7,847,300	141.0	669,552	1,332,207	509,700	7	94	
30 Nov. '96	18.6	—	—	—	1	3	—	Pittsfield and North Adams	432,450	11,247	—	450,000	—	—	450,000	18.6	60,880	114,107	31,164	6	105	
30 Nov. '96	48.4	1.0	17.5	—	17	20	218	Providence and Worcester	1,355,596	302,798	48,606	1,760,000	—	55,000	1,805,000	44.4	294,180	701,147	163,414	8	124	
30 Nov. '96	16.9	—	—	—	3	4	197	Salem and Lowell	380,284	53,729	7,168	243,305	220,000	660	471,711	(Op. by B. & L. Co.)	—	17,500	1	110		
30 Nov. '96	11.1	0.6	1.2	—	8	12	76	Taunton Branch	219,273	39,727	35,695	258,000	—	—	286,696	11.7	50,279	243,676	62,826	8	—	
30 Nov. '96	6.1	—	—	—	11	16	180	Troy and Greenfield	2,259,986	207,245	117,892	2,360,000	—	—	2,567,321	77.3	158,121	435,965	140,643	34	55	
30 Nov. '96	99.3	8.0	—	—	89	72	1,380	Vermont and Massachusetts	10,037,212	880,115	6,223,176	6,710,800	5,946,020	17,190,603	158.1	1,660,682	3,932,017	1,406,791	10	139		
30 Nov. '96	186.1	17.3	144.4	—	11	14	225	Western (incl. Alb. & W.S. etc.)	1,625,000	118,000	124,536	1,414,000	—	13,106	1,266,585	46.7	260,369	474,362	178,955	10	111	
30 Nov. '96	48.7	—	10.6	—	14	10	232	Worcester & Nashua (par 50)	2,850,000	—	849,233	1,900,000	1,050,000	31,216	2,939,733	93.6	422,829	184,871	—	—	57	
NEW HAMPSHIRE.																						
31 Mar. '96	98.5	—	—	—	22	15	271	Boston, Concord and Montreal	2,850,000	—	247,281	2,088,925	1,050,000	—	3,106,186	78.6	422,417	601,617	109,887	24	—	
30 Nov. '96	53.6	—	—	—	21	22	494	Cheshire	2,688,907	—	171,775	1,500,000	73,200	—	2,860,682	63.6	601,617	109,887	—	—	24	
31 Mar. '96	34.6	—	—	—	2	2	—	Concord (par 50)	1,000,000	—	52,827	1,000,000	—	—	1,052,827	121.4	527,354	867,967	101,242	8	115	
31 Mar. '96	26.9	—	—	—	2	4	80	Manchester & Lawrence	325,000	—	595,588	568,000	—	—	524,341	82.2	387,789	615,728	216,973	9	102	
31 Mar. '96	39.3	—	—	—	28	12	468	Merrimack and Conn. Rivers	698,265	—	740,296	3,068,400	161,400	—	3,908,696	82.2	387,789	615,728	216,973	9	102	
31 Mar. '96	69.2	13.0	12.5	—	28	12	468	Northern New Hampshire	3,068,400	—	740,296	3,068,400	161,400	—	3,908,696	82.2	387,789	615,728	216,973	9	102	
NEW JERSEY.																						
31 Dec. '96	64.2	11.0	8.1	—	74	96	171	Belvidere Delaware	3,456,709	—	998,647	2,245,000	346,140	3,449,655	77.5	—	556,742	128,939	—	—	—	
31 Dec. '96	61.2	42.4	74.9	—	74	96	171	Camden and Amboy	10,039,401	—	4,381,251	7,987,412	10,073,187	—	18,060,549	124.2	6,807,642	1,444,705	15	132		
31 Dec. '96	60.2	—	—	—	62	52	1,071	Camden and Atlantic	1,261,454	—	1,001,993	1,084,778	107,452	2,244,201	60.2	—	308,975	129,369	—	—	9	
31 Dec. '96	74.0	12.0	74.0	—	62	52	1,071	Central of New Jersey	7,708,063	1,064,700	5,250,728	13,000,000	1,600,000	250,460	15,711,102	102.0	1,234,816	3,581,244	1,617,268	10	118	
31 Dec. '96	52.0	—	—	—	24	43	274	Concord and Essex	6,978,921	2,181,111	208,699	8,500,000	5,516,950	124,922	9,025,429	53.0	—	1,020,878	394,866	7	70	
31 Dec. '96	52.8	—	—	—	35	98	180	Northern New Jersey	3,890,528	827,068	1,880,141	6,000,000	885,000	—	6,612,449	38.5	688,632	1,770,862	789,015	10	135	
31 Dec. '96	21.3	—	—	—	2	6	17	Northern New Jersey	481,803	—	158,800	290,000	74,740	—	487,503	24.0	106,871	222,769	22,651	—	—	
31 Dec. '96	65.0	16.0	—	—	—	—	—	Raritan and Delaware Bay	4,098,692	—	2,630,700	1,668,800	920,447	4,983,947	81.0	—	336,651	1,008,108	—	—	—	
31 Dec. '96	18.2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,647,650	111,400	—	2,059,050	18.2	—	451,297	154,045	7	91	
31 Dec. '96	88.5	—	—	—	17	—	—	West Jersey	1,219,504	—	454,219	731,060	1,010,400	—	1,741,650	51.0	—	263,420	69,712	29	—	
NEW YORK.																						
30 Sep. '95	82.0	—	4.5	—	9	12	153	Albany & Susquehanna	3,185,056	198,909	—	1,904,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—	
30 Sep. '95	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,038	—	—	950,000	2,380,000	Leased	to Erie R. Co.	—	233,100	134	108	—	—	
30 Sep. '95	88.3	18.5	—	—	34	37	697	Buffalo and State Line	2,267,838	516,678	650,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	105	
31 Dec. '95	460.0	97.0	3.0	—	332	133	335	Erie	17,646,351	—	5,645,544	25,106,800	22,270,982	4,299,762	33,291,395	80.7	6,589,028	15,434,775	5,066,511	4	54	
30 Sep. '95	144.0	128.3	—	—	75	132	711	Hudson River														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of share.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	P. a.	
PENNSYLVANIA.																							
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	313,542	2,576,342	44.0	134,201	856,277	125,892	—	16		
31 Dec. '65	387.0	103.0	—	117.0	139	96	3,069	Atlantic and Great Western	46,000,475	—	1,454,805	13,441,150	30,000,000	1,796,588	48,080,750	440.0	2,647,709	5,811,233	2,125,200	—	7 1/2		
31 Oct. '65	55.0	2.5	4.0	—	21	9	413	Catawba	3,834,000	—	—	3,860,000	279,000	—	3,629,000	69.5	240,418	370,223	149,887	—	8 3/4		
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	—	519,459	1,316,900	470,500	51,467	2,102,396	74.0	150,698	440,779	88,671	15	120		
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and Western	7,583,706	2,663,113	—	10,247,050	8,491,500	742,536	14,481,136	204.5	1,487,563	1,733,320	38,671	15	120		
31 Dec. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,838	1,247,688	37.7	161,464	38,748	201,072	—	5		
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	—	—	1,000,000	1,020,000	—	1,000,000	18.5	302,872	580,973	—	5	80		
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erle and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	18.5	149,538	454,480	138,683	10	131		
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erle and Pittsburgh	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	109,200	—	7 5/8		
31 Oct. '65	38.0	15.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,560	—	—	1,182,560	700,000	—	1,882,560	54.0	oper. by Penn. R.R. Co.	—	—	—	—		
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,899,555	500,000	100,000	2,409,555	32.0	30,875	53,829	1,195	—	—		
31 Oct. '65	44.0	14.5	11.7	—	16	2	133	Huntingdon and Broad Top	2,089,328	—	—	686,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	—		
31 Oct. '65	80.0	2.0	34.5	—	20	61	278	Lackawanna and Bloomsburg	3,735,818	40,714	—	1,336,000	2,376,725	121,409	5,753,134	82.0	178,037	339,016	60,201	—	—		
31 Oct. '65	70.0	17.5	64.0	—	62	12	2,873	Lehigh Valley	7,801,088	147,000	—	6,832,250	1,477,000	—	8,109,250	87.5	647,080	8,049,860	1,861,630	10	59		
31 Oct. '65	28.3	5.0	8.0	—	31	—	—	Little Schuylkill	1,466,283	2,037,526	—	2,646,100	906,000	73,555	3,624,655	oper. by Reading R.R.	—	—	—	—	—		
31 Oct. '65	180.5	—	63.5	—	—	—	—	Mine Hill and Schuylk. Haven	5,708,200	—	—	8,708,200	—	—	3,708,200	—	—	—	—	—	—		
31 Oct. '65	55.6	14.2	13.9	—	32	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,865	6,529,199	69.8	318,861	875,064	412,353	—	—		
31 Dec. '65	364.8	38.7	473.4	—	352	141	5,999	Pennsylvania	28,434,310	3,375,024	14,041,463	20,000,000	16,750,124	3,651,447	48,860,795	339.2	6,804,300	17,459,169	4,189,111	10	131		
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germant'n & Norristown	1,139,079	238,439	—	1,476,300	1,800,000	—	1,659,300	24.0	311,691	666,739	826,376	—	—		
31 Oct. '65	287.6	—	55.0	—	89	38	1,116	Phila. and (Sunbury) Erie	17,632,766	—	—	5,699,450	12,009,000	—	2,000	18,071,450	oper. by Penn. R.R. Co.	—	—	—	—		
30 Nov. '65	93.0	59.5	233.3	—	264	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,673	6,900,663	—	30,608,075	471.3	3,688,309	11,142,519	4,312,271	10	50		
31 Oct. '65	28.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,388	—	—	999,200	200,000	—	1,199,200	28.2	177,433	1,030,432	346,891	10	131		
31 Oct. '65	96.0	—	—	—	152	85	988	Phila., Wilmington and Balt.	8,862,122	744,425	1,582,995	8,973,500	516,000	452,836	10,669,442	197.0	981,468	3,854,609	1,046,804	10	54		
31 Oct. '65	59.5	—	11.4	—	12	11	84	Pittsburg and Connelleville	2,361,634	198,820	—	1,774,773	1,600,000	—	64,208	3,784,101	72.0	272,638	394,362	130,361	—	—	
31 Dec. '65	493.3	15.0	128.0	—	189	119	2,337	Pittsburg, Ft. Wayne & Chicago	23,183,381	—	3,862,312	9,312,447	12,873,060	1,597,620	26,546,993	483.3	4,623,078	8,489,062	3,283,547	10	82		
31 Dec. '65	28.0	—	6.2	—	—	—	—	Shamokin Valley & Pottsville	1,173,773	112,924	—	600,000	791,597	—	1,400,000	316,468	—	116,006	—	—	—		
31 Oct. '65	26.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,056	962,300	130,340	1,777,176	26.4	138,578	347,240	200,596	—	—		
31 Oct. '65	30.6	—	4.4	—	7	3	228	Y. & N. Y.	821,200	212,788	—	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,826	4	80		
RHODE ISLAND.																							
31 Aug. '65	62.0	—	4.0	—	10	15	140	N. Y., Providence and Boston	2,568,000	—	—	1,755,281	500,000	—	—	62.0	340,600	625,641	169,323	12	50		
SOUTH CAROLINA.																							
31 Dec. '65	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	196,266	197,906	1,099,536	51.9	—	288,263	161,586	—	—		
31 Dec. '65	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	1,099,536	109.6	—	288,263	161,586	—	—		
1 Jan. '66	132.6	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,420,008	1,145,000	345,546	1,664,554	164.5	—	341,190	125,871	—	—		
28 Feb. '66	102.0	—	—	—	—	—	—	North Eastern	2,011,662	—	—	985,743	990,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—		
31 Dec. '65	136.0	106.0	—	—	47	34	343	South Carolina	8,511,957	—	549,110	5,819,275	3,534,798	447,491	9,827,975	242.0	—	1,312,738	387,322	—	—		
TENNESSEE.																							
40 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,183	—	606,214	614,000	99,110	1,137,707	47.6	—	29,967	10,187	—	—		
30 June '60	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	2,310,033	156,264	—	536,054	1,902,000	390,407	1,303	150,142	297,806	149,107	—	—			
1859—	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	5,966,205	844,394	448,922	5,312,725	2,885,990	1,462,314	11,093,891	291.0	405,051	1,274,307	624,142	—	—		
30 Jun. '60	271.6	19.4	20.0	—	52	41	319	Memphis and Charleston	2,259,237	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—		
1859—	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—		
1859—	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksville & Louisville	1,137,400	—	—	798,286	554,949	319,518	—	59.4	69,870	177,266	60,029	—	—		
1859—	59.0	—	40.1	7.5	—	—	—	Mississippi and Tennessee	892,710	82,908	—	317,447	632,500	22,389	—	47.4	54,175	83,129	44,696	—	—		
1859—	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	533,307	56,816	—	144,894	406,000	5,000	—	34.2	30,065	28,808	13,892	—	—		
1859—	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	3,632,882	—	—	2,066,544	1,731,000	—	159.0	—	734,118	337,384	—	—			
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	—	—	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—		
1859—	45.8	—	4.2	11.7	6	6	32	Nashville and Northwestern	76,016	76,016	—	216,962	413,000	408,477	—	30.0	—	—	—	—	—		
1859—	30.0	—	0.6	8.0	—	—	—	Tennessee and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—		
TEXAS, (all aided by State).																							
— '58	52.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Colorado	—	—	—	—	—	—	—	32.0	—	—	—	—	—	—	
— '58	50.0	—	—	184.0	—	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	
— '60	50.0	—	1.5	75.0	—	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,560	—	50.0	31,300	32,670	—	—		
1 May '60	70.0	—	6.0	250.0	—	7	5	124	Houston and Texas Central	4,232,346	—	—	455,000	975,000	369,000	—	70.0	102,200	382,546	198,598	—	—	
— '60	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf.	—	—	—	—	—	—	—	25.0	—	—	—	—	—	—	
VERMONT.																							
May '66	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,863														

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000			
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	61	
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	
Chicago & Atlantic (preferred)	620,800	7	15	
Catawissa (preferred)	1,160,000	7	30	
Chemung (guarantied)	380,000			
Chesapeake and Delaware (guarant.)	343,500			
Chesapeake and Ohio (pref.)	2,017,325	7	55	
Chicago & Alton (preferred)	2,425,400	7	109	
Chicago & Northwestern (pref.)	12,994,720	7	61	
Cocheco (preferred)	177,750	8		
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	50	
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,088,171	7	74	
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamport (preferred)	500,000			
Erie (preferred)	8,535,700	7	70	
Hannibal & St. Joseph (preferred)	5,253,858	7	56	
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Honolulu (preferred)	1,180,000	8	104	
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
Marquette & Cincinnati (1st pref.)	6,205,475	7	25	
" (2d pref.)	3,819,772	7	20	
Michigan S. & N. Indiana (guar.)	1,099,700	10	140	
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	90	
" (2d pref.)	341,400	7	73	
Milwaukee & St. Paul (preferred)	7,370,900	7	51	
New Haven & Northampton (guar.)	1,010,000	4		
New York & Harlem (preferred)	1,500,000	8		
Niagara Br. & Canandaigua (guar.)	1,000,000	6		
Paterson & Hudson (guarantied)	630,000	8		
Paterson & Ramapo (guarantied)	248,000	5		
Peoria & Bureau Valley (guar.)	1,200,000	6		
Philadelphia & Reading (pref.)	1,551,800	7		
Philadelphia & Trenton (guar.)	1,000,000	10		
Pittsfield & North Adams (guar.)	450,000	6	94	
Port., Baco & Portsmouth (guar.)	1,500,000	6	6	
Railroad & Burlington (preferred)	382,700	8		
" (preferred)	608,176	6		
St. L., Alton & Terre Haute (pref.)	1,700,000	6	63	
Toledo & Wabash (preferred)	984,700	7	65	
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7		
" (2d pref.)	908,422	7		
Troy & Greenbush (guarantied)	274,400	6	48	
Vermont & Canada (guarantied)	1,600,000	8	102	
Warren (guarantied)	1,408,300	7		
White Mountains (guarantied)	200,000	5	5	
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J.	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	
" " sterling	4,375,000	5	"	1890	
Preferred bonds	1,700,000	6		18	
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	87
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
Ses Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	
Interest Certificates	161,960	6	"	1868	
Lehigh Navigation:					
1st Mortgage	414,157	6	Qtrly.	1870	
Six per cent. Loan	2,607,276	6	"	1884	89
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	
2d Mortgage	57,000	6	"	1865	
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	95
2d Mortgage	295,750	6	"	90	
Boat Loan	99,852	6	"	92	
North Branch:					
1st Mortgage	800,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,070	6	J. & J.	1882	77
Improvement	1,901,070	6	M. & N.	1876	74
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	
Md. stg. loan converted	200,376	6	"	1865	
Mortgage bonds	998,000	6	"	1878	65
Preferred Interest b'ds.	227,569	6	"	1878	21
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	22
West Branch & Susquehanna:					
1st Mortgage, s'g fund	450,000	6	J. & J.	1878	90
Wyoming Valley:					
1st Mortgage	600,000	6	J. & J.	1878	86

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	p.c.	95
Chesapeake and Ohio	100	8,226,595		
Delaware Division	100	1,633,350		56
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	50	6,091,700	10	54
Lehigh Navigation	50	726,800	3	
Monongahela Navigation	50	1,025,000	10	75
Morris, (consolidated)	100	1,175,000	10	120
" (preferred)	100			
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207	22	
" (preferred)	50	2,888,988	31	
Susquehanna and Tide Water	50	2,043,250	16	
Union	50	2,787,000	4	
West Branch and Susquehanna	100	1,100,000	6	28
Wyoming Valley	50	750,000	16	56

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1 (cash)	per ton 41 @ 44
Pig, American, No. 1	per ton 42 @ 42
Bar, Refined, English	per ton 90 @ 97 50
Bar, Swedes, assorted sizes (in gold)	per ton 95 @ 100
STONE PRICES.	
Bar, Swedes, assorted sizes	per ton 100 @ 100
Bar, English & American, Refined	per ton 110 @ 115
Bar, English & American, common	per ton 130 @ 105
Scroll, English	per ton 140 @ 190
Ovals and Half-round	per ton 135 @ 145
Band, English	per ton 140 @ 140
Horse Shoe	per lb. 135 @ 135
Rods, English	per lb. 115 @ 172 50
Hoof, English	per lb. 145 @ 205
Nail Rod	per lb. 9 @ 10 1/2
Sheet, Russia	per lb. 14 @ 15
Sheet, English, Single, Double and Treble	per lb. 51 @ 8
Rails, English (gold)	per ton 53 @ 54
Rails, American	per ton 82 50 @ 85
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast (1st & 2d q'ty.)	per lb. 13 @ 23
English Spring (1st & 2d q'ty.)	per lb. 10 1/2 @ 12 1/2
English Blister (1st & 2d q'ty.)	per lb. 11 1/2 @ 20
English Machinery	per lb. 13 1/2 @ 16
German	per lb. 14 @ 16
American, Blister	per lb. 11 1/2 @ 17
American, Cast, Hammered	per lb. 19 @ 19
American, Cast, Rolled	per lb. 12 @ 15
American Spring	per lb. 15 @ 15
American Machinery	per lb. 13 @ 14
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb. Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 34 cents per lb.	
Sheathing, New (suits)	per lb. 36 @ 37
Sheathing, Yellow	per lb. 25 @ 27
Pig, Chile	per lb. 2 @ 2
Bolts	per lb. 37 @ 38
Brass	per lb. 37 @ 38
American Ingot (cash)	per lb. 23 1/2 @ 24
LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 24 cents per lb.	
Galena	per 100 lb. @ 60
Spanish	per 60 @ 62 1/2
German Refined	per 60 @ 62 1/2
English	per 60 @ 67 1/2
Bar	per lb. @ 10
Pipe and Sheet	per lb. @ 10 25
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banca (gold)	per lb. 25 1/2 @ 26
Straits (gold)	per lb. @ 22
English (gold)	per lb. 22 @ 22 1/2
Plates, I.C. Charcoal-p. box. 9 25 @ 9 50 12 50 @ 13	
Plates, I.C. Coke	7 50 @ 8 50 10 50 @ 11 50
Plates, Coke Terne	6 75 @ 7 9 25 @ 9 50
Plates, Charcoal Terne	8 87 1/2 @ 9 12 @ 12 50
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 60d. (cash)	per 100 lb. @ 6 25
Clinch (cash)	per 7 75 @ 8
Copper	per lb. @ 48
Assable Horse, Norway Iron, Forged	per lb. 26 @ 27
Zinc Nails (6 mos.)	per lb. @ 20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	per gallon 16 1/2 @ 17
Refined, free L. S. to White	per gallon 46 @ 42
Ref'd, in bond, prime L. S. to White	per gallon 26 @ 26
Ref'd, in bond, Standard White	per gallon 27 @ 27
Naphtha, Refined (60 @ 63 gravity)	per gallon 21 @ 21 1/2

New York Stock Exchange.
Actual Sale Prices for the week ending Apr. 3.

	Th 28	F 29	Sat 30.	M 1.	Tu 2.	W 3.
Atlantic M. S. S. Co.	86½	86½	86½	85	85	85
At. & Gt. W. (O) 1st mt.						
Buffalo, N. Y. & E., 1M.						
California 7s	118½	119	119			
Canton Co.	46½	46½	46½			45½
Central Am. Transit.						
Chicago & Alton				107½		
" " pref.					109	
" " 1 M.				102		
" " S. F.						
" " Inc. b'ds						
Chicago, Burl. & Q.					153½	
" " 8 p.c.						
Chic. & Northwestn	35½	35½	36	36	35½	35½
" " pref.	64½	65	66½	66½	64½	64½
" " 1st M.		84½				
" " 2d M.		84½				
" " S. F.					93½	
" " Consol.						
Chicago & Rock Isl.	97½	97½	98½	98½	91½	91
" " 1st M. 70.100			100½			
Clev., Col. and Cin.	100	100				
Clev. and Pittsburg	79½	79½	79½	78½	78½	78½
" " 2 M.						
" " 3 M.						
" " 4 M.						
Clev. and Toledo	120	121½	121½		121	120½
" " S. F. 7 p.c.			102			
Cumberland Coal, pref.					31	
Del. & Hudson Canal					145	
Del., Lack. & West.						
" " 1M. S.p.c. 71-5.						
" " 2M. S.p.c. 81						
Erie	59	59	59	58½	58½	58
" " pref.	72					70½
" " 1 M. 7 p.c. 107	102½				102½	
" " 2 M. 7 p.c. 79						
" " 3 M. 7 p.c. 83	97					
" " 4 M. 7 p.c. 80	92½		92½			
" " 5 M. 7 p.c. 83						
Hudson River				137½		
" " scrip						
" " 1M. 7 p.c. 69						
" " 2M. S.F.						
" " 3M. 7 p.c. 75						
" " conv. bonds						
Illinois Central	115½		116	115½		115½
" " Can. b'ds.						
" " bonds						
Marquette & Cin. 1st pref.	24			25½		25
" " 2d						
" " 1st mort.	81					
Mariposa Mining Co.					84	84
Michigan Central	108½	108		108½	108	108
" " S.F. S.p.c. 82						
" " conv. S.p.c. 69						
M. S. and N. Y.	76½	76½	76½	74½	73	72½
" " guar'd						
" " 1M. S.F. 100					99½	
" " 2 M.			93			
Mil. and P. du Chien						
" " 1st pref.						
" " 2d pref.						
" " 1st M.						
Milw. and St. Paul		54½		34		53½
" " pref.		54½		54		
" " 1st mort.			84	85	85	
" " 2d mort.		82				
Miss. & Mo.						
" " L.G. bonds						
Missouri 6s	96½	96½	95½	96	95½	95½
" " iss. to H. & S. J. H. 80		96				
" " Pacific			105½	105½		
New York Central	106½	106½	105½	105½	105½	105½
" " Real Estate						
" " 7a. S.F. 76						
" " 7a. conv. 76						
" " 6a. S.F. 83				95		
" " 6a. S.F. 87						
N. York & Harlem						
" " pref.						
" " 1M. 7 p.c. 73 101½	101½					
" " 2M. 7 p.c. 64						
" " 3M. 7 p.c. 67						
North Carolina 6s						
" " ex-coupon. 50		49½			50	
" " new					48½	
Ohio & Miss. cer.	27½	27½		27	26½	26½
" " pref.						
Pacific Mail S.S. Co.	130½	129½	128½	129½	129	129½
Panama					254	
Phila. and Reading	101½	101½	102½	102½	102½	101½
Pitts. Ft. W. & Chicago	96	96	97	94½	95	92½
" " 1M.				102	102	
" " 2M.	94½				94½	
" " 3M.						
Quicksilver Mining Co.	32	34		33	33	33
St. L., Alton & T. H.				33½	34	
" " pref.						
" " 1M.						
" " 2M. pref.					80	
" " Inc. b'ds						
Tennessee 6s. 1890						
" " ex-coupon.		65		65		
" " new	63	63½		64	64	63½
Tol. Wab. & Western	38	36½	39	64	38½	38½
" " Pref.						
" " 1M. ex.		88				
" " 2M.	79					
" " Int. b'ds.						
Virginia 6s						

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
FEDERAL STOCKS:						
U. S. 5s, 1871, reg.	---	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---	---
U. S. 5s, 1886, coup.	98	98	98	98	98	98
U. S. 5s, 10-40s, reg.	98	98	98	98	98	98
U. S. 5s, 1881, reg.	103	103	103	103	103	103
U. S. 5s, 1881, con.	109	109	109	109	109	109
U. S. 5s, '81. O.W.Ly.	---	---	---	---	---	---
U. S. 5s, 1881, "ly.	---	---	---	---	---	---
U. S. 5s, 1887, reg.	121	121	121	121	121	121
U. S. 5s, 1888, reg.	---	---	---	---	---	---
U. S. 5s, 1888, coup.	---	---	---	---	---	---
U. S. 5s, 5-20s, c. 1882.	109	109	109	109	109	109
U. S. 5s, 5-20s, c. 1884.	107	107	107	107	107	107
U. S. 5s, 5-20s, c. 1885.	108	108	108	108	108	108
U. S. 5s, "reg.	108	108	108	108	108	108
7.30 Notes, 1st series.	105	105	105	105	105	105
" " 2d series.	105	105	105	105	105	105
" " 3d series.	105	105	105	105	105	105
American Gold.						

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 2.

	W. 27.	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.
Catawissa						
" preferred	30	30	30	30	30	30
Camden & Amboy	133	133	133	133	133	133
" " 6s, '87	---	---	---	---	---	---
" " 6s, '70	---	---	---	---	---	---
" " 6s, '75	---	---	---	---	---	---
" " 6s, '83	89	89	89	89	89	89
" " 6s, '89	---	---	---	---	---	---
" mort. 6s, '89	95	95	95	95	95	95
Ches. & Del. Canal	56	56	56	56	56	56
Del. Div. Canal	---	---	---	---	---	---
Elmira & Wmport	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 7s	96	96	96	96	96	96
Lehigh Navigation	53	53	53	53	53	53
" " 6s, '84	90	90	90	90	90	90
Lehigh Valley R. R.	60	60	60	60	60	60
" " 6s	---	---	---	---	---	---
Little Schuylkill R. R.	---	---	---	---	---	---
" " 7s	---	---	---	---	---	---
Long Island	---	---	---	---	---	---
" " 6s	---	---	---	---	---	---
Minehill	56	56	56	56	56	56
Morris Canal	---	---	---	---	---	---
" " pref.	120	120	120	120	120	120
" " 6s, '75	---	---	---	---	---	---
North Pennsylvania	32	32	32	32	32	32
" " 6s	89	89	89	89	89	89
" " 10s	---	---	---	---	---	---
Northern Central	41	41	41	41	41	41
Pennsylvania R. R.	56	56	56	56	56	56
" " 1st m.	56	56	56	56	56	56
" " 2d m.	93	93	93	93	93	93
Penn. State, 5s	---	---	---	---	---	---
" " 5s, coupon	95	95	95	95	95	95
" " 6s, W. L.	---	---	---	---	---	---
Philadelphia City, 6s	97	97	97	97	97	97
" " new	101	101	101	101	101	101
" " munici	101	101	101	101	101	101
Philad. Germ. & Nor.	59	59	59	59	59	59
Phila. & Reading	50	50	50	50	50	50
" " 6s, '85	---	---	---	---	---	---
" " 6s, '70	---	---	---	---	---	---
Philadelphia & Erie	28	28	28	28	28	28
" " 6s	80	80	80	80	80	80
Philad. & Sunbury, 7s	---	---	---	---	---	---
Schuylkill Navigation	22	22	22	22	22	22
" " pref.	31	31	31	31	31	31
" " 6s, '82	78	78	78	78	78	78
" " 6s, '76	---	---	---	---	---	---
" " 6s, '72	90	90	90	90	90	90
Susq. Canal	---	---	---	---	---	---
" " 6s, '78	16	16	16	16	16	16
Union Canal, pref.	---	---	---	---	---	---
" " 6s, '83	---	---	---	---	---	---
West Br. Canal	56	56	56	56	56	56
Wyoming Valley Canal	---	---	---	---	---	---
" " bonds	---	---	---	---	---	---
Hestonville, (Horse)	14	14	14	14	14	14
Chestnut & Wal.	48	48	48	48	48	48
Green & Coates	---	---	---	---	---	---
2d and 3d streets	---	---	---	---	---	---
Spruce & Pine	---	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 2.

	W. 27.	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.
Baltimore City 6s, 1875	99	99	99	99	99	99
" " 1886	---	---	---	---	---	---
" " 1870	---	---	---	---	---	---
" " 1890	98	98	98	98	98	98
Balt. and Ohio	117	117	117	117	117	117
" " b'ds, '62	---	---	---	---	---	---
" " " '67	---	---	---	---	---	---
" " " '75	97	97	97	97	97	97
" " " '80	---	---	---	---	---	---
" " " '85	---	---	---	---	---	---
Northern Central	---	---	---	---	---	---
" " b'ds, 1885	---	---	---	---	---	---
" " " 1900	---	---	---	---	---	---
City Passenger R. R.	18	18	18	18	18	18

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Boston and Lowell	---	---	---	---	---	---
Boston and Maine	130	130	130	130	130	130
Boston and Providence	132	132	132	132	132	132
Boston and Worcester	143	143	143	143	143	143
Cheshire, pref.	55	55	55	55	55	55
Concord	68	68	68	68	68	68
Connecticut River	---	---	---	---	---	---
Eastern, Mass.	108	108	108	108	108	108
Eastern, N. H.	---	---	---	---	---	---
Fitchburg	118	117	117	117	117	117
Manchester & Lawrence	---	---	---	---	---	---
Michigan Central	---	---	---	---	---	---
Northern, N. H.	109	108	108	108	108	108
Old Colony & Newport	94	94	94	94	94	94
Ph. W. & Baltimore	54	54	54	54	54	54
Portland, Saco & Ports.	100	100	100	100	100	100
Vermont & Canada	100	99	99	99	99	99
Vermont & Mass.	55	---	---	---	---	---
Western	---	139	---	---	---	---
Broadway (Horse)	---	---	---	---	---	---
Cambridge	---	90	---	---	---	---
Metropolitan	---	52	---	---	---	---
Middlesex	---	40	---	---	---	---
Central Mining Co.	---	---	---	---	---	---
Copper Falls	23	23	23	23	23	23
Franklin	---	21	---	---	---	---
Huron	8	8	8	8	8	8
Isle Royale	---	---	8	---	---	---
National	---	---	---	---	---	---
Minnesota	---	---	---	---	---	---
Pewabic	17	17	16	16	16	16
Pittsburg	---	---	---	---	---	---
Quincy	29	28	28	28	28	28
Rockland	9	9	9	9	9	9

London Stock Exchange.

The following were the closing prices for American Securities on the 8th and 15th of March.

	Closing Prices.	Mar. 8.	Mar. 15.
U. S. 5-20 yrs, 1882, 6 per cent	74	74	74
Virginia State 5 per cent	48	52	48
Do, 6 per cent	41	42	44
Atl. & Gt. Western, N. Y. sec, 1st mort., 1880, 7 per cent	45	50	53
Do, do, 2d mort., 1881	40	45	47
Do, Penn., 1st mort., 1877	45	50	53
Do, do, 2d mort., 1882	45	50	47
Do, consol. mort. bonds, 1890	23	24	24
Erie shares, \$100 (all paid) 8 p. c.	35	36	39
Do, convertible bonds, 6 p. c.	66	68	65
Do, 3d mort., 1883, 7 p. c.	66	68	65
Illinois Central, 6 p. c., 1875	84	86	84
Do, 7 p. c., 1875	73	75	73
Do, \$100 shares (all paid)	77	77	77
Marietta & Clin. R. R. bonds, 7 p. c.	65	67	65
Mich. Cen. convertible, 1889, 8 p. c.	66	68	66
Do, S. F. 1st mort., 8 p. c., 1882	68	70	68
New York Central \$100 shares	60	65	60
Penn. R. R. 2d mort., 1872, 7 p. c.	100	103	100
Penn. R. R. bonds, 2d mort. con. 6 p. c.	91	93	91
Do, \$50 shares	35	40	35
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80	82	80
Do, with option to be paid in Phil.	80	82	80

American Railroad Journal.

Saturday, April 6, 1867.

Stock Exchange and Money Market.

The activity in money, noticed in our last, has been maintained through the week. The main inquiry has been for call loans, which have been uniformly firm at six to seven per cent. In some instances, needy borrowers have had to pay a commission, in addition to the legal rate. The discount business of the week has been quite light, as lenders have not been partial to making permanent loans, while temporary and controllable employment has been available at the full legal rate. Prime short date commercial paper has been quoted at from 7½% to 8½% per cent. per annum. The banks of the country have as a rule safely passed by quarterly statement day, for which they had been so energetically concentrating their resources, to enable them to make as creditable an exhibit as practicable. A failure or two in the oil regions of Pennsylvania transpired during the week, but did not make any perceptible impression on the current movement. Now that quarter has passed, a return flow of money to the great busi-

ness centres is confidently looked for, which must lead to renewed ease in the various money markets. Government has been making liberal currency disbursements, especially in redemption of the outstanding notes of the first Seven-thirty loan issue, which will mature next August; as also of the compound interest notes of the various 1864 issues, all of which mature during the current year. These disbursements have tended to check, if not relieve, the pressure in the open market, and to restore confidence in general credit. Much encouragement has also been derived from the preliminary announcement of the purport of the April statement of the National indebtedness, which was to have been given to the public in detail on Thursday. It has been advised that the new statement will be a most favorable exhibit of the finances of the Government, showing a reduction of from \$17,000,000 to \$20,000,000 in the public debt. It will also show that there are about \$107,000,000 gold in the Treasury. No reduction in the volume of currency has been reported. The city banks, in their last exhibit, showed an increase of \$1,554,853 in their legal tender reserve, with a decrease of \$4,117,951 in loans and discounts, \$3,895,365 in deposits, \$621,304 in specie, and \$149,794 in circulation, as compared with the footings of the preceding weekly returns. The specie reserve of the banks is now \$8,522,609, against \$11,930,392, same time last year. The city bank deposits are now \$188,480,250, against \$188,554,592 week ending March 31, 1866. The legal tender reserve amounts to \$62,450,811, against \$72,158,099 same time last year. The circulation now stands at \$33,669,195, against \$23,736,534 same time last year. The loans are now \$255,282,364, against \$237,356,099 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$76,641,767 a day, against a daily average of \$78,700,396 the preceding week, and \$82,423,135 the week ending with March 16th. The current week's exchanges average \$93,848,629 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, \$37,816; decrease of legal tender reserve, \$214,782; decrease of deposits, \$431,260; decrease of specie, \$4,285; and increase of circulation, \$19,545.

National Bank notes to the amount of \$39,520 were issued last week, making the total issue to 1,664 banks thus far \$302,308,706, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$3,441,882, leaving, with the existing 1,647 banks, an actual circulation at this date, of \$298,866,824. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,532,450; and for the public deposits, \$39,911,450—making a total of \$379,543,900. The Treasury Department, last week, redeemed and destroyed \$218,000 of worn and mutilated fractional currency, and issued \$312,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 30, were \$22,834,253, including \$2,499,596 from customs duties; payments, \$33,090,583; balance at the close of the week, \$100,634,126, against \$110,890,405, at the close of the preceding week. The business of the Office during the first

two days of the current week, was as follows: Receipts on Monday, \$2,832,966, and payments, \$1,259,888; on Tuesday, receipts, \$1,873,953; payments, \$2,365,293. The balance at the close of business on Tuesday stood at \$101,715,869, against \$110,760,258 a week previous.

Government revenues were quite up to a fair average, last week. In the line of customs, they were unusually liberal in March, having exceeded sixteen million dollars in coin, including \$12,198,089 through the port of New York exclusively, against \$11,153,954 through the same port, same month last year, showing the satisfactory gain of \$1,044,085 during the month just closed, an unusually dull one in general business. The internal revenue in March was over fifteen million dollars, in currency. The excises, last week, yielded \$3,155,538, against \$2,500,000, the preceding week; customs at the port of New York, \$2,499,596, and at the outports, about \$850,000 (in coin) more, making the grand total income for the week equal about \$7,678,000 in currency, against disbursements of \$4,874,047 (making a total of \$19,321,999 for all March,) on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$217,500,000.

The customs revenue of the Government, through the port of San Francisco, from Jan. 1, to March 8, 1867, was \$1,191,293.

A statement has been published on the authority of one of the officers of the Bank of England, that "in all its dealings with the United States the bank has never lost a dollar by an American." The largest note ever discounted by this bank was a "piece of paper" for £800,000, about \$4,000,000 in gold.

The gold speculation has been very tame, during most of the week, and the fluctuations in prices have been of no special importance. The bull interest is seemingly apprehensive of the adverse influence of the pending coin interest disbursements of the National Treasury, and of board of coin under the control of the eminently conservative Secretary of the Treasury. It is known that there are now about \$107,000,000 of coin in the Treasury vaults, including only some \$15,000,000 to the credit of private depositors. The customs and export calls have not been of sufficient magnitude to influence the market. The extremes of the week have been 134% @ 133%, and the closing price on Wednesday was 133%. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$408,139. The customs demand for Gold last week, averaged \$416,599 a day; thus far, this week, it has been equal to \$375,086 a day, or equal to a weekly aggregate of \$2,250,516. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached \$14,985, and from California, \$898,281. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been \$95,482,182, against \$101,359,975 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been \$32,197,065, against \$21,718,344 same time last year, showing an increase this year, of \$9,580,440. The exports of specie from this port, last week, were \$445,088. The total outflow of specie from the port, thus far in the current fiscal year has been \$23,294,911, against \$17,458,228

same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$183,424, making the total coin interest disbursements through the Government office, since July 1, 1866, \$36,425,764, against \$32,026,736 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to March 9, 1867, reached \$7,361,582, against \$6,644,340 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 30th of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	\$289,340	\$181,900	\$107,440
100s ...	4,949,900	3,319,100	1,630,800
500s ...	713,500	292,000	421,500
1,000s ...	23,656,000	19,964,000	3,692,000
1,500s ...	146,030,000	132,405,000	13,625,000
10,000s ...	5,000,000	5,000,000	.....
Total	\$180,638,740	\$161,162,000	\$19,476,740

The foreign exchange market has been less active since our last, and with a better supply of bills available, there has been some depression in rates especially for sterling drafts. Bankers' 60 day bills on London closed on Wednesday at 108 3/4 @ 109, and on Paris to 5.22 1/2 @ 5.17 1/2; sight bills on London to 109 1/4 @ 109 3/4; and on Paris to 5.17 1/2 @ 5.15. The offerings of produce bills have been quite extensive, since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,650,390, making the total value of exports since July 1, 1866, \$132,688,429, against \$167,750,567 same time in the preceding fiscal year.

Government securities have improved in price, despite the stringency in money, and the depression in gold. The investment demand has been good, especially for the Five-Twenties of 1862, 1864, and the consolidated issue of 1865; as also for the compound-interest notes. The variable London reports have had more or less influence on the current values of the 1862 Five-Twenties which continue the favorite security with foreign purchasers. The very latest dealings on Wednesday indicated a little heaviness in the older issues of the coin-bearing bonds, in sympathy with the downward tendency in the Gold Market. The registered sales of Government bonds at the Stock Exchange in March amounted to \$6,363,000. At the first session of the Stock Exchange on Monday, a resolution was passed providing for a continuous call of government securities. This call is to be held in a separate room in the Stock Exchange Building. A committee was appointed to set the new plan in operation with as little delay as possible. In regard to the terms of admission it is proposed to apply the principle adopted in the Lower Hall, and to admit to dealings in this new government room various responsible firms which are unconnected with the Stock Exchange. U. S. sixes of 1867 closed here on Wednesday at 132; U. S. sixes of 1868, at 129 1/2; U. S. sixes of 1881, 108 3/4 @ 109 1/4; U. S. Five-twenties of 1862 at 109 1/4 @ 109 3/4; U. S. Five-twenties of 1865 at 108 1/4 @ 108 3/4; U. S. Five-twenties of 1865, consolidated, 107 1/4 @ 107 3/4; U. S. Ten-forties at 98 @ 98 1/2, ex-coupon, and U. S. Seven-thirties at 105 3/4 @ 106 1/4. The brokers are buying the com-

pound interest notes at the following rates, and selling at an advance of 1/4 @ 1/2 of 1 per cent. on these figures:

June, 1864.....118 1/2	May, 1865.....112 1/2
July, 1864.....117 1/2	August, 1865.....111 1/2
August, 1864.....117 1/2	September, 1865.....111
October, 1864.....115 1/2	October, 1865.....110 3/4
December, 1864.....114 1/2	

Messrs. Belding, Keith & Co., an American banking firm in London, have just issued a very important little pamphlet, giving the history of United States bonds and securities, what they are, their cost and the interest they pay, with the amount stated in English as well as American money. The pamphlet will be distributed broadcast throughout England; and as it proves conclusively that the interest from our bonds is twice as large in gold as that from English consols, it can scarcely fail to encourage investments.

Railway and miscellaneous share property has been quite lightly dealt in since our last, and prices have been, as a whole, favorable to buyers. The stringency in money has had an adverse influence on the market. The brokers have been carrying unusually heavy loads of stocks, mainly on margins. The aggregate sales of railway and miscellaneous stocks at the various Stock Boards in March were 1,793,823 shares, against 1,452,804 in February; and of city bank stocks, 3,495 shares in March, against 2,879 shares in February.

General business has been moderately active, since our last, chiefly in the lines of domestic produce. Breadstuffs have been firmer, on an improved export demand. Provisions have been depressed. Cotton has been more freely offered and has been in less request at declining prices. The foreign reports have been unfavorable. Middling grades of cotton left off here very heavily at 29 @ 30 1/2 cents per lb. as extremes. The stock of cotton now here is estimated at about 197,000 bales. The receipts at the port this week, have averaged nearly 5,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 495,000 bales, against exports of 357,977 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,545,000 bales against 1,629 bales same time last year; exports, 941,000 bales, against 1,033,400 bales same time last year; estimated stock at latest dates, 575,000 bales, against 481,556 bales same time last year. In foreign merchandise there has been a moderate movement, chiefly in dry goods, groceries, and kindred lines, but at prices generally more advantageous to buyers, who have not been eager to purchase beyond the limits of immediate wants. The total imports of foreign dry goods, last week, were \$1,217,022, and the total amount marketed \$1,483,552. The value of foreign merchandise imported last week, was \$3,025,178—making the grand total specie value of last week's imports of dry goods and merchandise, \$4,242,200, and since July 1, 1866, \$194,047,396, against \$221,854,260 same time in the preceding fiscal year. The ocean freight market has been more active but less firm with 487 vessels of all classes in port. For Liverpool we quote flour at 2s. per bbl.; grain at 3 @ 3 1/2 d. per bushel; cotton at 3 3/4 @ 4 d. per lb.; and heavy goods at 15s. @ 25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 20.	March 27.	April 3.
Consols	91	91½	91
U.S. 5-20's of 1862	74½	74½	75
U.S. 5-20's of 1865	72¾	72¾	73
Erie	40¾	38¾	39
Ill. Central	78½	78½	78¾

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	\$2,549,331	\$1,217,022
Gen. merchandise	3,423,972	3,025,178
Total for the week	\$5,973,303	\$4,242,200
Previously reported	73,796,759	58,872,164

Since January 1.....\$79,770,062 \$63,114,364

The New York exports, exclusive of specie, for the week ending March 26, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	\$3,953,456	\$4,650,390
Prev. reported	56,918,975	46,431,644

Since January 1.....\$60,872,431 \$51,082,034

The commerce of New York from July 1st to date compares as follows:

	1865-'66.	1866-'67.
Imports merchandise	\$221,854,260	\$194,047,396
Exports produce	167,750,567	132,688,429
Exports specie	17,456,228	23,284,911

The balance in the Sub-Treasury on Wednesday was \$104,360,221 31.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago, Rock Island and Pacific 7s, 98¾; Gt. Western 2d mort., 72; Peninsular R. R., 1st mort., 75½; Morris and Essex 1st mort., 96; Ohio and Miss. 1st mort., 87; Dubuque Sioux City 1st mort., 79; Sixth Avenue R. R., 120; Hannibal and St. Joseph pref., 56; Central of New Jersey, 118¾; N. Y. and New Haven R. R., 121; Stonington, 80; Norwich and Worcester, 95; Jersey City Water Loan, 94; N. Y. City 5s, 1870, 95¼; Brooklyn 6s, Water Loan, 96¼; do., Park Loan, 91¼; Virginia 6s, new, 39; Georgia, 7s, new, 84; N. Y. State 7s, 1870, 104; do., 7s, Bounty Loan, coupon, 107¾; do., reg., 107½; Ohio, 6s, 1881, 102; Western Union Telegraph, 41½; Boston Water Power Co., 25; Mariposa pref., 22; Adams Exp., 56; Wells, Fargo & Co., Express, 68; American Exp., 56½; U. S. Express, 57; Wilkesbarre Coal, 36; American Coal, 46½; U. S. Coal, 37¾; Bank of Commerce, 114; Fourth National Bank, 104½; St. Nicholas Bank, 106; Merchants Bank, 114½; Am. Ex. Bank, 116; Metropolitan Bank, 125; Union Bank, 117; Importers' and Traders' Bank, 111; Shoe and Leather Bank, 111; Central National Bank, 110; Phoenix Bank, 108; Ocean Bank, 103; Alameda Silver, 8.45; American Flag, 1.00; Atlantic and Pacific 2.00; Columbian G. & S., 3.15; Corydon, 4.15; Charter Oak Copper, 1.73; Consol. Gregory Gold, 8.75; Consol. Colorado, 0.07; Davidson Copper, 1.75; Des Moines, 0.30; Gunnell Gold, 4.75; Hope Gold, 0.25; Holman Gold, 0.18; Keystone Silver, 0.04; Kipp and Buell, 0.65; La Crosse Gold, 0.40; Liberty Gold, 0.05; Montana Gold, 0.50; Nye Gold, 0.04; New York Gold, 0.75; Ohio and Colorado G. and S., 0.65; People's G. & S., 1.00; Quartz Hill, 1.85; Rocky Mt., 1.05;

Symond's Fork, 1.55; Smith and Parmalee, 5.90; Texas Gold, 20; Walkill Lead, 0.50.

Philadelphia.—Pittsburg 5s, 73¾; New Jersey 6s, 101½; Delaware Division Bonds, 87; Rutland and Burlington 3d mort., 3; West Jersey R. R., 6s, 90; Reading mort., 6s, 1843-'80, 91½; Sunbury and Erie 7s, 94½; Belvidere Delaware 2d mort., 84; Philadelphia, Wil. and Balt., 54½; 13th and 15th streets, R. R., 20½; Schuylkill Nav. 7s, Boat Loan, 84; N. Y. and Middle Coal Fields, 3; New Creek, 0.31; Locust Mt. Coal, 49½; St. Nicholas Coal, 1¼; Green Mt., 2½; Camden and Amboy scrip, 76; Lehigh Valley scrip, 15; Keystone Zinc, 1; Feeder Dam Oil, ¾; McElhenny, ¾; Ocean, 3; Commonwealth Bank, 60; Mechanics' Bank, 30; Consolidation Bank, 45; First National Bank, 135; Manufacturers' Bank, 32¾; Fourth National Bank, 108; Girard Bank, 56½. The latest quotations are: City 6s, 98@98½; do., free of tax, 101@101½; State 5s, 99@100; do., coupon, 95¼@95½; do., 6s, W. L., 102½@102½; Phila., Wil. and Balt., 54½; Reading 50½@50¾; do., 6s, 1870, 95@95; do., bonds, 91½@91½; do., con., 102@103; Camden and Amboy, 132½@133¾; Penn. R. R., 55½@56¾; do., 1st mort., 99½@99¾; do., 2d mort., 95@95½; Little Schuylkill R. R., 30½@31; Morris Canal, 74@75; do., pref., 120¾@121; do., bonds, 91@95; Wyoming Valley Canal, 56@56½; do., 6s, 85@86; Susquehanna Canal, 16@16¾; do., 6s, 65½@65¾; Sch. Nav., 22@22¼; do., pref., 31½@32½; do., 6s, 1882, 76¾@78½; Union Canal bonds, 21@22; Delaware Div. Canal, 56@56½; do., bonds, 87@87½; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95½@96¼; do., 5s, 62@67; Lehigh Coal and Navigation, 53¾@54¼; do., bonds, 1884, 89¾@90; North Pennsylvania, 30@32; do., 6s, 88½@89; Philadelphia and Erie, 28¼@28½; do., 6s, 89@89; Minehill, 57@57½; Catawissa, 13@16; do., pref., 30½@30½; Lehigh Valley, 58¾@59; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 79@80; West Philadelphia, 72@73; Spruce and Pine, 28@28½; Green and Coates, 30@32; Chestnut and Walnut, 48@48½; Thirteenth and Fifteenth, 20@20; Girard College, 28@30; Tenth and Eleventh, 65@70; Union, 40½@41½; Hestonville, 14@14½.

Boston.—Rutland and Burlington 1st mort., 125; Boston, Hartford and Erie, 12; do., 7s, 42; Vermont Central, old, 1.55; do., 1st mort., 7s, consolidated, 60½; do., 2d mort., 30; Old Colony and Newport 6s, 1876, 96½; Western R. R. 6s, 1875, 100½; Eastern R. R. 6s, 1874@1885, 96; Conn. and Pass. Rivers R. R. pref., 80¾; do., 6s, 95; Boston, Concord and Montreal 7s, 99; Sandusky, Dayton and Cin. old, 16; Union Railway, 88¾; Central Pacific R. R. 1st mort., gold, guaranteed 98½; Ogdensburg and Lake Champlain, 62½; do. pref., 98½; do., bonds, 98; South Shore R. R., 15½; Ogdensburg R. R., 1¾; Cary Imp. Co., 8½; Boston Water Power Co., 26½; Waverly Land Co., 2½; Boston and Roxbury Mill, 43; East Boston Co., 12½; Short Mt. Coal, Ophir (N. S.) gold, 2½; Maine 6s, 1880, 99½; do., 1873, 100; Massachusetts 6s, 1875, gold, 108½; do., 5s, 1883@1894, gold, 99¾; Rhode Island 6s, 1883, 99; Cook Co., Ills., 7s, 94; Portland 6s, 1886, 96; Augusta 6s, 95½; Gardiner 6s, 95½; Chicago 7s, 1880, sewerage, 99¼; do.,

1890, Municipal, 99½; do., 1882, Water Loan, 99½; do., 1890, School Fund, 99¾; Boston 6s, 1868, gold, 130; do., 1877, currency, 101; Lynn 6s, 1877, 98; Bangor 6s, 1874, 94; Bath 6s, 1891, 94¾; St. Louis 6s, 1882, 77; Boston Gas Light, 752½; South Boston Gas, 100¼; Suffolk National Bank, 115¾; Eliot National Bank, 105; Everett National Bank, 107; Third National Bank, 108¼; Merchants' National Bank, 108¾; State National Bank, 90; Reverse National Bank, 129; Globe National Bank, 123; Union National Bank, 120¼; City National Bank, 104½; Shoe and Leather Dealers' National Bank, 127; Webster National Bank, 101¾; Blackstone National Bank, 123; National Bank of North America, 102; Old Boston National Bank, 65¼; New England National Bank, 123¼; Freeman's National Bank, 125¾; Granite National Bank, Quincy, 109¾; Mt. Vernon National Bank, 95¼; National Bank of Redemption, 111; Pawnors' National Bank, 98; Second National Bank, Granite, 127¼; National Bank of Commerce, 115; Allouez Mining Co., 4½; Bay State, 6¼; Canada, 55c; Concord, 2¾; Dana, 1½; Hancock, 5½; Humbolt, 1¾; Hanover, 1½; Native, 1½; Petherick, 2; South Side, 1; Superior, 2.

Baltimore.—Western Maryland 2d mort., 65; Marietta and Cincinnati 1st mort., 81½; Virginia 6s, old, reg., 87; do., coupon, 62; Maryland 6s, 1870, 101; Maryland Anthracite Coal, 8; Gardner Hill, 0.60; Bare Hill, 0.30; Balt. and Cuba S. and M. Co., 45; Howard Bank, 10¾; Union Bank, 61; Mechanics' Bank, 9¾; Merchants' Bank, 7½; Farmers' and Planters' Bank, 30¼; Peoples' Bank, 15. The latest quotations are: Balt. and Ohio, 116½@117; do., 6s, 1867, 98@100¾; do., 1875, 97¾@88; do., 1880, 97½@97½; do., 1885, 97@97¼; Northern Central, 45@46; do., bonds, 1885, 84@85; N. W. Va., 18@18; do., 1st mort., 1873, 98½@93½; do., 2d mort., 91@93½; do., 3d mort., 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 80@80¾; Central Ohio, 25½@27½; do., 1st mort., 89@90; Western Md. bonds, 63@65; do., guar., 94@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102¼; Baltimore 6s, 1870, 95@96½; do., 1873, 96@99; do., 1875, 98¾@98; do., 1886, 98@98; do., 1890, 97¾@98; do., coupon, 100@100; do., Park, 97@97½; do., 1892, 9¾@—; do., 5s, 1883, -70, 83@83; City Passenger R. R., 18@18½; Canton Co., 46@47; Gardner, 0.61@0.65; Am. Gas Coal, 0.50@0.70; Maryland Anthracite Coal, 6¼@8; George's Creek, 95@98; Santa Clara, 2@4; Balt. Chrome, 0.25@0.25; Bare Hill, 0.30@0.35; Atlantic Coal, 0.50@0.70; Mineral Hill, 0.20@0.30; Baltimore Coal, 150@165.

5-20 Bonds in London.

Messrs. Belding, Keith & Co.'s Weekly Circular of March 16, 1867, say: "We notice with much satisfaction and pleasure, the growing confidence evinced by investors in 5-20 Bonds. Small capitalists have now begun to use them in preference to risking their money in undertakings which promise inordinately high rates of interest, and we have every reason to believe that when the character and security of these bonds become really known, and the above average rate of interest they pay, they will rank foremost among the first-class investments of our markets. Illinois Central and Erie both show an improvement, the latter as much 3½ per cent. with a fair demand for both. Atlantic and Great Western Railway Debentures, close 32 to 33; ditto, Consolidated Mortgage Bonds, 24½ to 25."

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 16th, 1867, were.....\$126,575 00
Corresponding week of previous year. 123,814 00

Increase.....\$2,761 00

The earnings of the Detroit and Milwaukee Railroad for the week ending March 28, 1867, were.....\$30,257 00
Corresponding week of 1866.....32,202 00

Decrease.....\$1,945 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Mar., 1867...\$239,797 88
Corresponding week previous year .. 193,363 88

Increase.....\$46,433 50

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Mar. 1867, were.....\$116,459 00
Corresponding week of 1866.....141,275 00

Decrease.....\$24,816 00

The earnings of the Marietta and Cincinnati Railroad the 8d week in Mar., 1867...\$17,798 00
Corresponding week previous year.... 15,862 00

Increase.....\$1,936 00

Journal of Railroad Law.**NEGLIGENCE IN RUNNING OVER CATTLE—WHAT IS.**

The case of *Brown vs. N. Y. Central R. R. Co.*, lately tried in the Court of Appeals of this State, decides that a railroad company, in the construction and running of its road, is bound to exercise all the care and skill which human prudence and foresight can suggest, so far as regards its passengers.

And this care extends to all measures necessary and proper to secure the safety of the train and passengers, as well as to the care and management of the train itself.

Although the statute has imperatively required certain things to be done, such requirements are not necessarily the full measure of the care, &c., required on the part of the road in the discharge of its duties to the public.

It is gross negligence for the servants of the defendant to run over any part of their road known to be frequented by cattle, at full speed, unless that part of the track is properly guarded from that invasion.

The facts of the case are these:

On the 15th of May, 1859, plaintiff was a passenger on defendant's express train of cars from Buffalo to Syracuse, which train ran off the track about 10 o'clock in the forenoon, near Jordan station, in Cayuga County, and injured plaintiff, for which cause this action is prosecuted.

The Justice ordered a non-suit on the ground that there was no evidence of negligence against defendant, and refused to submit that question to the jury, to which ruling the plaintiff excepted.

Among the facts relied on to prove the defendant liable, are the following: In constructing the railroad where the injury occurred, the defendant laid the railroad across a highway running north and south, at a point where another highway came into it from the west, and then used the bed of said west highway as the track of the railroad, for twenty-four rods, longitudinally, by raising an embankment over three feet high on that highway, and moving back the highway fences over three rods on each side of the track, and exca-

vated the earth of the west highway north of the track, and making an open space, subject to the intrusion of cattle from these highways, without any fences or cattle guards to protect the track.

The defendant turned the west highway across the railway embankment at a point two chains and seventy-one links west of the north and south highway, and constructed a new highway entirely south of the boundaries of the old highway, from the new crossing thus made to the north and south highway, as shown on the map. It was proved that the track of defendant's road thus on the old east and west highway, was not and could not easily be traveled upon.

Having thus, as the plaintiffs insists, discontinued the old west highway from the new crossing made by them, to where it formerly entered the north and south highway, being a distance of about twelve rods, they omitted to fence the railroad between these two crossings.

At the time of the accident, the defendant had a continuous pile of ties for about four rods between the west crossing and the east crossing, on the north side of the iron rails of the track, and about four or five feet therefrom. Like piles of wood were on the south side of the track, but not quite so near. Cattle were in the habit of coming on to the track at this place to feed on the grass there growing. The railway track is straight and level for the distance of two miles west of the north and south highway.

At 10 o'clock A. M., the express train in which plaintiff was seated came to this point from the west, "running very swift," and struck a cow which stood feeding on the track, or just by it, opposite the piles of ties between the two crossings, threw the cars off the track and injured the plaintiff. The cow was feeding along the track, her head to the east, and as the cars came up to her from the west, she raised her head and immediately started to cross to the south of the track, but was struck. Five or six other cattle were near the track at the same time.

The piles of ties on the north side where the cow was hit, were deranged, and the south ends turned round to the east, and one of the ties thrown off and driven along the ground to the east. The end of this tie was bloody, and a hole was made in the side of the cow.

It was proved that the defendant had kept a watchman at different times at these crossings to drive away cattle, but that at this time he was absent. Afterwards he came back.

The defendant removed the wood and ties from the road soon after the accident.

The plaintiff offered to prove that previous to this accident, on other occasions, the defendant's cars had run over and killed cattle at the same place where the accident occurred. The defendant objected to this evidence, and the Court excluded it, and the plaintiff excepted.

The cow was struck at about the centre of the old west highway. The opinion of the Court was written by PECKHAM, J.—A clearer illustration of defendant's duty cannot well be presented than this case affords. It appears that cattle had been in the habit of pasturing upon the track at this point. The cars, on this occasion, were on a straight plain for some two miles directly before they reached this place. It was in the open day; the cow, of course, plainly visible to those upon

the engine; yet the train rushes with undiminished speed until the injury occurs. The engineer, of course, saw or might have seen her. The result to the defendant is the same in either case. If her being there was a surprise to him, he should have seen her in the exertion of that extreme care he was bound to exhibit at such a place, and then the defendant would have been liable, if the accident might have been avoided "by the most skillful and prompt use of all the means in its power."

But he could not say it was a surprise. Cattle, it was proved, had been frequently seen there feeding. A man in defendant's employ had been there at different times engaged in driving them off the track, until a fortnight prior to this injury.

The plaintiff offered to show that other cattle had been killed there by defendant on other occasions. The fact of their having been killed was perhaps not important; but the fact that they had been there—was clearly pertinent. It put the defendant and its officers and agents on their guard. It bade them prepare for such perils. It gave them full notice. If, then, they rushed on with undiminished speed, they were guilty of gross carelessness. It is said the cattle were trespassers, and the road was not bound to expect that such trespasses would be repeated.

But the trespasses were repeated, and the defendant's agents and employees knew it. At such an open, mortgaging place, they should have expected it, too, and used the proper precautions to prevent a collision. Is it any, the slightest, excuse that the road is filled with trespassing cattle? Has the engineer a right to rush on to them, because they are trespassers? The peril to the passengers is precisely the same, whether trespassers or otherwise, and their lines he must guard. It is also urged, that though the engineer saw this cow, he could not have known with any certainty, that she would turn upon the track and cause this injury. The defendant's agent knew the position of things at that point. He passed daily. It was as clear as any proposition in Euclid, that this cow would not be quiet while this train ran within a foot of her, with its tremendous force and noise. He knew she could not go through the ties. The only other path lay across the track. But suppose he was entirely uncertain whether she would go on to the track or not, had he a right to speculate as to the result, at the peril of the lives of his passengers? Clearly not. The result might have been the same, whether the ties had been there or not. The cow might have gone the other way; and no right minded man would have dared to run the chance of her crossing the track and imperiling the lives of his passengers. If he did, it would have been negligence, plain, clear and palpable; and injury following, the defendant would have been liable. Enough has been said, it seems to me, to show that a proper case was made for the jury, and that the non-suit was erroneous.

But it is insisted that, if the defendant be held responsible for such accidents, it will be compelled to keep a watchman at road crossings, and that such an expense the defendant could not afford. The plain answer to such a position is that the law requires of defendant the exercise of the highest care that human prudence and foresight can suggest for the safety of its passengers.

If such a measure be necessary, it must be adopted, or defendant must answer the consequences. If this road, running through a rich and populous country, cannot afford to adopt the measures necessary to the safety of its passengers, what road can?

But the rate of fare will not change the rule of law governing the road, either as a carrier of goods or of passengers. The defendant might run its train very slowly at such points, and thus secure its passengers.

In some States the law requires a train, crossing another track where cars are frequently passing, to come to a stop as it approaches the other track; also to stop as it comes to a bridge where there is a draw. This is the measure of caution which some Legislatures have deemed necessary and proper, in such cases, to prevent accidents. Yet the chances of an accident would plainly be greater, by more than five to one, at a place like this, where cattle are commonly found, than at either of these places.

Again railroads have the power, by law, to avoid these perils. They may generally avoid running on the same surface with a public highway as they cross it, and at comparatively trifling expense. They may go above or below the surface in laying their track.

Less regard in this respect is here paid to the safety of passengers and of the public than in any country in Europe. Is human life of less consequence here? It should not be so regarded. If a change be necessary, it should not be a change in the Courts to relax the rigor of the rule requiring the highest care from the defendant as well as other roads. If higher rates be necessary to their proper running, let the Legislature be less economical in the fare, and more so in the lives of its citizens.

Wherever questions of this nature have arisen in other States, the Courts have expressed views similar to the above, as to the rules that should govern railroads. (*Bowen vs. N. Y. Central R. R. Co.*, 18 N. Y., 408; *Messerno vs. Nashville R. R.*, 1 Sneed (Tenn.), 220; *Cornwall vs. Sullivan R.R.*, 28 N. H., 161; *Streck vs. Mil. R. R.*, 7 Am. Law Reg., 722; *Sullivan vs. Philadelphia and Reading R. R.*, 30 Penn., 234. Most of these are quite analogous cases.

In the case at bar, it is not necessary to resort to any rigorous rules. Here was a cow directly by the track, and in a position difficult of escape except upon the track. She was in plain sight of the engineer in open daylight. Besides she was where he had been warned to expect cattle. He pays not the slightest heed to this danger, but he rushes on in seeming entire disregard of it and of the consequences. It seems to me his conduct would have been inexcusably careless if his train had been freighted with dry goods instead of human beings. At least, there was sufficient evidence of negligence to go to the jury.

The judgment should be reversed and a new trial ordered; costs to abide the event.

Judgment accordingly.

Railroad Bridge at St. Louis.

We learn that the subscriptions required for the organization of this company have been made in St. Louis, and the surveys for the structure have commenced. The bridge has been finally located

at Washington avenue on the St. Louis side, and the dike on the opposite shore. It will be a truss bridge, built of iron and stone, and made as strong as these materials can make it.

Pork and Beef Packing at Chicago.

The following from the *Chicago Tribune*, will show the number of hogs and cattle packed in that city in 1866-'67, in comparison with previous years:

	Cattle.	Hogs.
1859-'60	51,899	167,918
1860-'61	25,209	231,335
1861-'62	55,212	544,118
1862-'63	42,163	970,264
1863-'64	70,086	904,658
1864-'65	92,459	750,147
1865-'66	23,728	501,462
1866-'67	26,998	635,732

The average weight of the hogs is 227½ lbs. this season, against 226.73 last season, and the yield of lard 38 lbs., against 34½ lbs. last season.

The receipts and shipments of hogs at Chicago during the past eight seasons have been as follows:

	Received.	Shipped.
1859-'60	255,384	71,266
1860-'61	354,634	119,886
1861-'62	746,697	228,682
1862-'63	1,236,545	316,881
1863-'64	1,377,652	471,000
1864-'65	1,065,392	306,121
1865-'66	801,821	248,158
1866-'67	875,251	267,651

The Trade of Toledo.

From the annual trade report of the *Toledo Blade* we extract the following items of interest. The supply of flour and grain, including receipts and stocks on hand January 1, 1866, and the shipments and stocks on hand January 1, 1867, are shown by the annexed table:

	Supply.	Shipped.	Jan. 1, '67.
Flour, brls.	800,580	754,813	7,767
Wheat, bush.	2,185,885	1,794,894	150,991
Corn, bush.	4,535,473	4,413,066	47,407
Oats, bush.	1,316,249	1,230,989	21,260
Rye, bush.	122,737	102,100	3,418
Barley, bush.	501,160	257,014	113,928

Total flour to wheat, bush. 12,664,404 11,572,128 375,839

The receipts of wool for the year were 9,024,818 lbs., against 6,420,517 lbs. for 1865, showing an increase of 2,604,301 lbs.

The receipts for the year of Cattle were 132,256 head; hogs, 181,320; sheep, 178,200. The shipments of live stock in 1866 and four preceding years were:

	Cattle, cars.	Hogs, cars.	Sheep, cars.
Total, 1866	9,194	4,012	678
" 1865	7,195	2,405	251
" 1864	5,281	3,494	679
" 1863	8,621	14,149	298
" 1862	5,591	5,926	120

The following table shows the total value of imports and exports for a number of years:

	Imports.	Exports.
Total value, 1866	\$161,652,597	\$181,329,496
" 1865	158,967,000	177,547,671
" 1864	81,180,366	95,905,758
" 1860	46,727,764	52,243,627
" 1858	31,700,085	35,460,031

The receipts of black walnut lumber show an increase over the previous year of 20,000,000 feet.

The receipts of lath for the year were 22,996,264, against 16,128,000 for the year previous; and of shingles, 33,625,500, against 31,745,000, showing in each an immense increase.

London Metal Market.

From the weekly *Circular* of Messrs. Belding, Keith & Co., London, we learn that the general tenor of the metal trade is more satisfactory, and in a few articles considerable business is reported at former prices. English Tin is firm at official rates and orders are not readily taken. Sales of Banca at £23 cash to £24, prompt. Tin Plates continue in moderate demand, and prices are not firm. Tin Plates (per box of 225 sheets) IC Coke, 24s. 6d. to 27s. 6d.; do., 30s. 6d. to 33s. 6d.; IC Charcoal, 30s. to 32s.; IX do., 36s. to 38s. Spelter—A fair business has been done at some advance on last week's quotations. English Sheet, £27 to £28; Copper, Best British, £81 to £82; Burra, £84; Chili Slab, £73; Scotch Pig Iron, £2 12s. 6d. cash; Single Sheets, £10; Lead, £19 to £19 5s.; Quicksilver, £6 17s. 6d. per bottle. Petroleum has been dull throughout the week, and the market is less buoyant. For forward delivery prices are also lower, and we close flat on the spot at 1s. 5s. to 1s. 5½d. June delivery 1s. 6d.; Sept., 1s. 8d.; Dec., 1s. 9d. Tonnage for the United States is not so much inquired after. A large number of vessels have been taken up for railway iron for all the principal ports.

Interest and Dividends.

The Hudson River Railroad Company have declared a dividend of four per cent. free of government tax, payable April 15.

The Lehigh Valley Railroad Company have declared a quarterly dividend of 2½ per cent., payable April 15th.

James River and Kanawha Canal.

At a meeting of the stockholders of this company recently held in Richmond, the committee appointed at a previous meeting to examine the accounts of the office, reported the total debt of the company to be \$629,480, of which \$140,000 are due on the bonds of the North River Navigation Company, and \$42,000 interest on the same; bills payable, \$165,000, interest \$29,700; open accounts \$108,500, interest \$19,530; debt contracted during the present year and interest \$30,000, and \$87,750 on the debt of \$180,000 (with interest of \$54,000 for which the company is held held responsible by act of Assembly of March 1st, 1867, the State bonds in which the debt is made payable being held at 37½ cents. The committee recommended the adoption of resolutions authorizing the issue of bonds to the amount of \$750,000, secure by a mortgage on the property and net revenues of the company; the bonds to be payable within twenty years, and to bear six per cent. interest per annum, payable semi-annually. These bonds are to be used in payment of the debts of the company, but not to be disposed of at less than their par value, the remainder of the bonds to be used only for the permanent repair or improvements of the works of the company. The report of the committee was adopted.

A meeting was held in Bangor, Me., on the 30th ult., in aid of the Bangor and Piscataquis railroad to Milo, Dover, and Moosehead Lake, via European and North American Railroad, to Milford. Bangor it is said, will loan its credit for half a million of dollars, and subscriptions of \$200,000 or \$300,000 will probably be made in a short time there, and on the line of the proposed road.

Pewabic Mining Co.

The report of the directors for the year 1866 says: "Our product in mineral, the past year, was 1,791,181 pounds, yielding 75.15 per cent., or 1,346,140 pounds ingot, against 1,731,418 pounds the previous year, a difference of 385,278 pounds. We stamped last year 12,000 tons rock more than the previous year while the cost has been reduced nearly 50 cents per ton, or 70 per cent. On the 1st of January, 1867, we had of smelted copper at the Lake 228,030 pounds against 289,901 pounds at the same date the year previous. On the 26th of March last year we had smelted 421,100 pounds; the same date this year, 454,759 pounds, a gain of 96,530 pounds, and our expenses are, at least, \$8,000 per month less. If our product and expenses continue in the same ratio, we shall stand in a much better position at the close of the year than at the date of this report."

Baltimore and Ohio Railroad.

The only reports published by this company since the outbreak of the rebellion are those for the fiscal years ending September 30, 1861, 1862, 1863 and 1864; and these were not presented to the stockholders until the annual meetings in November, 1863, 1864, 1865 and 1866—in each instance two years later than usual. The cause of the delay in making these annual statements is attributed "to the protracted difficulties connected with the war, and the great delays in the adjustment of the accounts with the Government."

The President's reports, being a general resume of the year's business, have been published in the JOURNAL—that for 1861, in the number for Nov. 21, 1863, that for 1862, in the number for Dec. 3, 1864, and that for 1863 in the number for Dec. 9, 1865. A brief abstract of the report for 1864 was given in our issue of March 9, 1867. A comparative statement of the business of the years 1861 and 1862 was also published in the JOURNAL for March 11, 1865, and a similar statement for the years 1862 and 1863, on the 13th of January, 1866.

We have recently received the report of this company for the year 1864, containing the tabular statements of the Treasury, Transportation, Road and Machinery Departments. These reports embrace much matter of peculiar and marked interest, showing, in addition to the usual statistics, the continued and immense destruction of the tracks, bridges and equipment, stations and other property of the company, with particulars of the reconstruction, as far as accomplished, and of the working operations of the road.

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch, (two-thirds of the stock of which is owned by the Baltimore and Ohio Railroad Company,) and the Northwestern Virginia Railroad, which at the date of the report was under lease to the Baltimore and Ohio Company, and in which it possessed large financial interests. The length of these several lines is as follows:

Baltimore and Ohio Railroad.....379.6 miles.
Washington Branch.....30.0 "
Northwestern Virginia Railroad.....103.5 "

Total length of road.....513.1 miles.

The stock of engines on hand at the close of the fiscal year 1864, numbered 221, of which 168 were first class; 30 second class; and 23 third class. Of these, 36 were passenger engines, and 175 coal, tonnage, ballasting, etc. Ten were out of use.

During the year eight new engines were added to the equipment, which took the places of those out of use; and a large number were repaired.

Eleven new passenger, one mail, and 505 freight, truck, box, and hand cars were added to the equipment, and a number of freight cars rebuilt and repaired; 80 were broken up. No detailed statement of cars in service is given, for the reason that no reliable date could be arrived at "in consequence of the irregularities resulting from the repeated burning and destruction by the enemy."

The mileage of engines in 1863 and 1864, on the lines severally was as follows:

	1863.	1864.
Main Stem.....	2,938,010	3,493,376
Washington Branch.....	494,213	435,144
Northwestern Va. R. R.....	298,035	416,837

Total.....3,730,258 4,345,357

No returns are given of the number of passengers carried, and very incomplete reports of the tonnage. The through tonnage, which in 1863 amounted to 120,848, was in 1864, 166,118, showing an increase of 45,270 tons.

In 1863, the entire road was in the company's possession for only about 6 months, while in 1864 it was in use for some 9 months of the year as a through line.

The aggregate quantity of coal paying freight was in 1863, 307,547; in 1864 it was 359,561—showing an improvement of 52,014 tons.

The tonnage of live stock in 1863 was 24,151; in 1864 it was 25,433—an increase of 1,282.

The quantity of flour brought to Baltimore in 1864 over the Main Stem and Washington Branch was 616,917 lbs., against 474,168 in 1863. And the lumber trade which in 1863 amounted to 7,466 tons, was in 1864, 9,868 tons.

The following table gives the receipts of the last five years, those for 1860, 1861, 1862 and 1863 being inserted as a measure for comparison:

	Passenger.	Tonnage.	Total.
1860..	\$967,735 44	\$3,224,467 50	\$3,922,202 94
1861..	889,159 05	2,324,266 65	3,211,425 70
1862..	1,769,497 13	2,712,361 85	4,481,858 98
1863..	2,332,806 37	4,177,138 69	6,509,945 06
1864..	3,250,307 42	5,327,384 83	8,577,692 25

Washington Branch—

1860..	\$361,026 57	\$101,853 87	\$462,880 44
1861..	327,897 03	110,260 66	438,157 69
1862..	444,262 30	334,154 37	778,416 67
1863..	500,117 08	203,006 51	703,123 59
1864..	688,643 92	175,836 87	864,480 79

N. W. Va. R. R.—

1860..	\$111,357 20	\$227,845 92	\$269,203 12
1861..	134,386 14	216,145 59	350,531 73
1862..	125,780 09	238,242 10	364,022 19
1863..	147,874 97	298,345 89	446,220 86
1864..	236,814 99	459,888 00	696,702 99

Aggregate—

1860..	\$1,100,119 11	\$3,554,167 29	\$4,654,286 50
1861..	1,349,424 22	2,650,672 90	4,000,097 12
1862..	2,339,539 52	3,284,758 32	5,624,297 84
1863..	2,980,798 42	4,678,491 09	7,659,289 51
1864..	4,175,766 33	5,963,109 70	10,138,876 03

The aggregate gross earnings of the lines separately for the last two years, gives the following amounts:

	1863.	1864.
Main Stem.....	\$6,509,945 06	\$8,577,692 25
N. W. Virginia R. R.	446,220 86	696,702 99
Washington Branch	703,123 59	864,480 79

Total.....\$7,659,289 51 \$10,138,876 03

The expenses of operating and repairs were as follows:

	1863.	1864.
Main Stem.....	\$1,965,847 41	\$3,270,509 05
N. W. Virginia R. R.	404,095 07	569,667 83
Washington Branch	273,233 82	606,018 40
	\$2,643,175 80	\$4,446,195 28

And the revenue, after deducting the cost of operating and repairs, as follows:

	1863.	1864.
Main Stem.....	\$4,544,097 65	\$5,307,183 20
N. W. Virginia R. R.	42,125 79	127,035 16
Washington Branch	429,890 27	258,462 39
	\$5,016,113 71	\$5,692,680 75

The earnings and expenses of the Main Stem proper for the years ending September 30, 1863 and 1864, have been as follows:

	1863.	1864.
Earnings:		
Passengers.....	\$2,332,806 37	\$3,250,307 42
Tonnage.....	4,177,138 69	5,327,384 83
Total.....	\$6,509,945 06	\$8,577,692 25
Working expenses:		
Transportation exp.	\$485,251 85	\$801,061 21
General expenses ..	40,769 66	52,013 87
Losses by accidents, etc.	12,197 04	32,007 59
Repairs of railway..	364,354 64	809,362 48
“ locomotives	304,184 95	494,039 27
“ burden cars	270,112 66	461,527 55
“ pass. cars..	43,787 45	98,960 03
“ dump cars.	4,469 57	2,925 95
“ stationary machinery.	21,101 38	71,849 26
“ depots.....	71,941 27	135,332 13
“ water stati's.	23,486 59	20,798 90
“ bridges....	126,949 42	82,221 07
“ telegraphs ..	5,927 32	6,238 45
Fuel and preparing, etc.	122,134 41	107,145 93
Cleaning engines and cars.	27,544 88	39,780 66
Pumping water	7,993 61	9,309 12
Watching cuts, tunnels and bridges..	31,785 90	42,326 40
Contingent expenses of machinery department	1,864 81	3,609 38
Total.....	\$1,965,847 41	\$3,270,509 05
Net earnings	\$4,544,097 65	\$5,307,183 20

Statement of Profit and Loss for the years ending September 30—

	1863.	1864.
Cr.		
Balance from previous year	\$6,109,213 55	\$9,648,991 85
Net earnings	4,544,097 65	5,307,183 20
Divid'd upon 10,168 shares of Washington Br. stock owned by the Co.	45,756 00	101,680 00
Increment of five million loan S. F.	47,300 52	35,121 18
Increment of mortgage debt S. F..	65,523 42	.....
House rents.....	1,331 03	4,571 86
	\$10,815,222 17	\$15,097,548 09

	1863.	1864.
Dr.		
Dividend on stock..	\$393,345 75	\$1,311,954 00
Interest on bonds..	749,500 36	672,588 00
Ground rents.....	23,384 21	25,859 78
Balance	9,648,991 85	13,087,651 31
	\$10,815,222 17	\$15,097,548 09

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1863 and 1864:

Liabilities:	1863.	1864.
Stock.....	\$13,116,500 00	\$13,123,000 00
Stock scrip not funded.....	4,802 00	4,402 00
Certificates of indebtedness not conv. into stock.....	28,280 00	22,890 00
Scrip issued for fractional certif.....	2,380 00	1,670 00
Preferred stock.....	3,000,000 00	3,000,000 00
Loan redeemable in 1867.....	960,083 78	915,280 50
Loan of 1875.....	1,085,000 00	1,024,750 00
" 1880.....	676,000 00	628,500 00
" 1885.....	2,391,500 00	1,852,000 00
City Loan.....	5,000,000 00	5,000,000 00
Open accounts.....	140,056 81	422,136 14
Unclaimed dues ..	27,940 32	33,355 29
Wash. Br. road.....	729,841 66	567,477 35
Profit and loss.....	9,648,991 85	13,087,651 31

Total.....\$36,811,376 42 \$39,683,112 59

Assets:

Cost of road ...	\$18,515,666 08	\$18,515,666 08
" second track.....	1,551,238 06	1,551,238 06
" rolling power.....	3,621,755 03	3,621,755 03
" real estate.....	1,256,434 00	1,204,547 05

Property.....	\$24,945,093 17	\$24,993,206 22
Bonds of Central Ohio R. R. Co....	1,665,304 36	1,776,895 15
Stock of Pittsburgh and Connellsville R. R. Co.....	43,550 00	80,808 74
Northwestern Va. R. R. Co.....	2,697,542 96	4,054,515 25
Stock of Washing-Br. R. R. Co....	1,016,800 00	1,016,800 00
Stocks and bonds including municipal and R. R. corporations.....		1,473,599 45
S.F.\$5,000,000 loan.....	859,965 24	899,864 24
" N. W. Va. bonds.....	476,000 00	646,000 00
" ground rents on Camden station.....	101,191 66	101,191 66
Bills receivable.....	2,614,926 62	975,899 64
Cash, dues and uncollect'd revenue.....	1,762,933 70	2,934,147 16
Materials on hand.....	394,730 00	462,161 76
Balance after paying interest on bonds due Oct. 1.....	233,238 71	268,023 30

Total.....\$36,811,376 42 \$39,683,112 59

NORTHWESTERN VIRGINIA RAILROAD.

Statement of the earnings and expenses for the years ending September 30:

Earnings:	1863.	1864.
Passengers.....	\$147,874 97	\$236,814 99
Tonnage.....	298,345 89	459,888 00

Total.....\$446,220 86 \$696,702 99

Expenses:	1863.	1864.
Transportation.....	\$43,933 94	\$82,229 82
Repairs of road.....	145,744 43	238,567 81
" water stations.....	539 42	876 73
" telegraph.....	1,003 14	2,215 40
" stationary machinery.....	1,332 10	3,441 31
" locomotives.....	99,866 26	111,289 39
" burden cars.....	60,442 92	63,772 31
" passenger cars.....	8,198 04	9,445 26
" dump cars.....	1,046 39	727 11
" bridges.....	12,743 04	13,615 02
" depots.....	4,245 26	5,928 42
Pumping water.....	1,937 80	2,201 90
Losses by accidents.....	357 49	592 28
Fuel and preparation.....	10,465 76	17,327 90
General expenses.....	9,087 84	12,902 50
Cleaning engines & cars.....	2,912 77	4,274 78
Contingent expenses ..	238 47	359 89

Total.....\$404,095 07 \$569,667 83

Net earnings.....\$42,125 79 \$127,035 16

The profit and loss and General Ledger Accounts are not given in the report, the Baltimore and Ohio Company not having charge of the books.

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September, 30:

Earnings:	1863.	1864.
Passengers.....	\$500,117 08	\$688,643 92
Tonnage.....	203,006 51	195,836 87

Total.....\$703,123 59 \$864,480 79

Expenses:

Repairs of roadway and improvements.....	\$254,751 64	\$528,962 80
Repairs of depots.....	3,163 70	8,064 32
" water stations.....	2,054 11	8,027 28
" bridges.....	7,479 82	58,978 07
Pumping water.....	5,784 05	1,985 98

Total.....\$273,233 32 \$606,018 40

Net earnings.....\$429,890 27 \$258,462 39

Statement of profit and loss for the years ending September, 30:

Cr.	1863.	1864.
Balance from prev. year.....	\$557,261 90	\$704,841 66
Net earnings.....	429,890 27	258,462 39

Total.....\$987,152 17 \$963,304 05

Dr.

Dividends on stock.....	\$74,250 00	\$165,000 00
State tax on passengers.....	207,540 51	254,056 70
Ground rents.....	20 00	20 00
On account of annuity.....	500 00	1,750 00
Balance carried to next year.....	704,841 66	542,477 35

Total.....\$987,152 17 \$963,304 05

Statement of the liabilities and assets of the Washington Branch, Sept. 30, 1863 and 1864:

Liabilities:	1863.	1864.
Stock.....	\$1,650,000 00	\$1,650,000 00
Annuity (principal).....	25,000 00	25,000 00
Profit and loss.....	704,841 66	542,477 35

\$2,379,841 66 \$2,217,477 35

Assets:

Road & equipment.....	\$1,650,000 00	\$1,650,000 00
Amount due by B. & O. R. R. Co.....	729,841 66	567,477 35

\$2,379,841 66 \$2,217,477 35

During the recent called session of the Vermont Legislature, a bill was passed and received the executive approval, to incorporate the second mortgage and part of the first mortgage bondholders of the Rutland and Burlington railroad into a new company, under the title of the Rutland Railroad Co. A bill was also passed, authorizing towns to subscribe to the stock of the Montpelier and St. Johnsbury Railroad Company.

Debt of Baltimore.

The Commissioners of Finance, in their Report to the City Council of Baltimore state that the entire stock debt of the city on the 1st of January last was \$19,728,656 47, included in which is \$435,033 71 of six per cent. water stock of 1876; \$210,668 98 of six per cent. consolidated loan of 1893, and \$38,700 87 of six per cent. almshouse loan of 1890. During the year 1866 the commissioners of finance have purchased \$100,000 of the guaranteed bonds of the Northwestern Virginia Railroad Company, at a cost of \$97,254, which have been placed to the credit of the sinking fund for the redemption of said bonds, as will be seen in the report of that fund.

They also extended the time for payment of five and six per cent. stocks to the amount of \$176,284 30.

The stock debt of the city on the first day of January, 1866, amounted to \$18,929,550 57 and was composed of the following issues:

Six per cent. stock, redeemable after July, 1890.....	\$2,937,093 65
Six per cent. stock, redeemable after the year 1890.....	301,568 32
Six per cent. stock, redeemable after the year 1870.....	854,940 89
Six per cent. stock, redeemable at pleasure, unredeemed.....	4,662 70
Six per cent. Baltimore and Ohio Railroad loan, redeemable 1890.....	5,000,000 00
Six per cent. Pittsburg and Connellsville Railroad loan, redeemable in 1866.....	1,000,000 00
Six per cent. water stock, redeemable in 1875.....	3,900,000 00
Six per cent. jail stock, redeemable in 1878.....	250,000 00
Six per cent. park stock, redeemable in 1890.....	553,966 25
Six per cent. park improvement stock, redeemable in 1895.....	170,000 00
Six per cent. consolidated loan, redeemable in 1893.....	1,981,499 07
Six per cent. exempt loan, redeemable in 1893.....	819,967 77
Six per cent. almshouse loan, redeemable in 1890.....	400,015 24
Six per cent. floating debt and defense loan, redeemable in 1882.....	225,000 00
Five per cent. consolidated loan, redeemable in 1885.....	893,421 84
Five per cent. court-house loan, redeemable at pleasure.....	137,414 84

Stock debt January 1st, 1866.....\$18,929,550 57

And there has been redeemed of the above during the year, pleasure stock.....

\$18,926,683 91

The above amount has been increased during the year 1866 by the following issues:

Six per cent. water stock of 1875.....	\$435,033 71
Six per cent. consolidated loan of 1893.....	210,668 98
Six per cent. almshouse loan of 1890.....	\$49,984 76
Less amount cancelled per Ord. 88, of 1866.....	11,283 89
	38,700 87
Six per cent. exempt loans of 1893.....	77,569 00
Six per cent. loan of July, 1890.....	40,000 00

801,972 56

Total stock debt Jan. 1, 1867.....\$19,728,656 47

BELDING, KEITH & Co.,
AMERICAN
Bankers and Merchants,
80 Lombard Street,
LONDON, E. C.

Dealers in Exchange, U. S. Bonds, and all American Securities.
Orders for American or European Products Promptly Executed.
Liberal advances made on approved consignments.
Circulars (published weekly) forwarded on Application.

COAL CUTTING MACHINERY.

THE COALLIERY PROPRIETORS OF SOUTH LANCASHIRE AND CHESHIRE, being anxious to encourage the development of Coal Cutting by Machinery, have determined to offer THREE PRIZES, namely, £500, £200, and £100, for the 1st, 2nd, 3rd Best Machine respectively, which, in the opinion of the Committee appointed for that purpose, shall be most suitable to the requirements of the trade, and the inventor of which shall comply with the regulations laid down by the Committee.

A copy of the regulations, and further particulars, will be furnished on application to the undersigned.

All Competitors must furnish the Machines intended for Trial, in Lancashire, not later than the 1st November, 1867.

MASKELL WM. PEACE,
Wigan, Law Clerk to the Association.
11th February, 1867. 411

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

JAMES CLAYTON,
3m13 103 Front Street, Brooklyn, N. Y.

TO CONTRACTORS.

PROPOSITIONS will be received for the construction of the masonry (about 22,000 yards) of the Bridge over the Ohio River at Louisville, until the 10th of April, 1867.

Plans and specifications will be ready for inspection after the 16th of March, at the Engineer's office of the Louisville and Nashville Railroad.

No bids will be considered if not made by responsible parties.

By order of the Board of Directors of the Louisville Bridge Company.

ALBERT FINK,
Chief Engineer
411

Collins Iron Company,

MANUFACTURERS OF
CHARCOAL PIG IRON,
At MARQUETTE, Michigan.

Numbers one and two are a soft "Gray Iron," strong in the Pig, and when "puddled" for Boiler Plate, Sheet Iron, or Merchant Bar, is equal to Sweden, Russia or Norway Irons.

Number Three, a fine close grain Iron, particularly adapted for "Malleable Castings." Numbers four and five, "Mottled" and "White," when mixed with the "Gray Iron," make superior Car Wheels.

TENSILE STRENGTH,

As Compared with other Irons.

FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1861, page 80, say: "To show the comparative quality of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensile of Bar Iron, from localities both at home and abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn.	58,009
" " Sweden	58,181
" " Center Co., Pa.	59,400
" " McIntyre, Essex Co., N. Y.	59,982
" " England, (Cable Bolt) E. V.	59,106
" " Lancaster Co., Pa.	58,661
" " Russia	76,069
" " C. R. Lake Superior	59,583

Extract from Letter of Engineer-in-Chief "MARTIN" to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF,
Washington, Sept. 12, 1855.

* * * * * A piece was drawn down to 1 1/4 inch diameter, (round), made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.

(Signed,) D. B. MARTIN,
Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.

OFFICE: 48 Pine St., New York.

C. A. TROWBRIDGE.

Secretary and General Agent.

RAILROAD MAP.

FOR SALE AT THIS OFFICE.

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WATER & SEWERAGE PIPES,
KNIGHT-BAILEY PATENTS.

The Water Pipes are made of Wrought Iron, lined and coated with Hydraulic Cement, with Socket Joints, and connections for service pipes already inserted. Entirely free from oxidation they are absolutely indestructible. They can be laid and guaranteed for much less than cast iron Pipes.

The Sewerage Pipes are made of Hydraulic Cement. They stand the most severe tests of acids, increase in strength with age, are perfect in interior finish, and cheaper than any other pipes made.

We will contract for the water supply and drainage of cities and villages.

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Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

April 1.—NEW YORK, Capt. Maury, connecting with CONSTITUTION, Capt. Lapidge

April 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with GOLDEN AGE, Capt. Watkins.

April 20.—OCEAN QUEEN, Capt. T. A. Harris, connecting with MONTANA, Capt. Fulton.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 11, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street North River, New York.

7m36

F. R. BABY, Agent.

PROPOSALS FOR THE CONSTRUCTION OF
THE SUMMIT DIVISION OF THE ILLINOIS
AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar (\$200) bond, with surities, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
Board of Public Works.

6t12